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## NAVAL RATIOS & PROGRAMMES

### British Naval Policy

(Special Air Mail Service)

London, Aug. 5.

The statements on British naval policy made by Sir Bolton-Eyres-Morsell in the House of Commons a week ago, and by the Marquis of Londonderry in the House of Lords did not embody new decisions which have been come to by the Government; they simply put into concrete form conclusions which have been gradually forced by the development of events on those responsible for the conduct of naval affairs, and which have, as a matter of fact, already received practical application in the diplomatic conversations recently in progress with the principal naval Powers. It does not appear to be realised by those critics who have been accusing the Admiralty and the Government of overthrowing the Washington Agreements, and committing themselves to an expansionist naval policy, that the latter or the system inaugurated at Washington in 1921 was sealed when the Japanese last year denounced the Treaties which are due to expire in a few months from now, and intimated that they were no longer willing to accept the 5-5-3 ratio, which is the foundation of the limitation agreements that have been in operation for the past 14 years.

### METHOD OF SETTING

The method of setting naval strengths by ratio may not have been perfect, but it had two great advantages. It enabled each Power to know exactly where it stood with reference to its neighbours or possible opponents for a number of years ahead, and, while it made reasonable provision for defence purposes, it prevented any Power attaining such a preponderance that it was in a position to wage a war of aggression. It is only necessary to look back over the history of the period which has elapsed since the Washington Treaties began to operate to realise the sense of security from attack by sea with which they have provided the chief naval Powers. Their abandonment without anything tangible to replace them would be a tragedy of the first magnitude, and the British Government would have failed in its duty if it had not bent its energies, as the attitude of Japan was known, to the problem of finding as efficient a substitute as could be devised.

### NOT AN EASY TASK

The task is not an easy one. In the present 'disturbed state of the world' ambitions are keener and suspicions more intense than they were during the years of exhaustion and disillusionment that immediately followed the war of 1914-1918. It was early apparent to the British Government and its expert advisers that considerations of prestige would prevent certain Powers accepting the position of comparative humbleness which alone would make agreement on limitation of total strengths possible. In such circumstances there was nothing for Britain to do but to fall back on the less ambitious but still valuable plan of agreement on programmes over a defined number of years. The date which has been fixed on as affording a suitable basis for discussion is 1932. The various Powers have been asked to say what they intend the strength of their fleets to be by that date; and the British Government hopes that when all the replies have been received and the information pooled it will be possible by negotiation and adjustment to arrive at an understanding which, while allowing certain Powers a latitude not permitted them under the ratio system, will yet provide adequate

## THE WALWAL INCIDENT

### Inquiry Adjourned

(Special to the "Hong Kong Daily Press" (Copyright).)

Berne, Aug. 25.

The final session in Berne was held on Sunday, by the Italo-Abyssinian Conciliation Commission. An official communiqué published in the afternoon states: "The Italo-Abyssinian Conciliation Arbitration Commission heard the Italian and Abyssinian representatives statements and deductions, and after addressing some questions to the witnesses previously heard, decided to adjourn the session and refer the questions to the Commission's members for further discussion."

The statements of the Italian native soldiers had been of great importance for reconstructing the Walwal episode, stated one of the members of the commission to pressmen, adding that the Abyssinians had not themselves invited witnesses. The definition of the aggression was nevertheless, still difficult and it would probably be necessary to clear up some questions pertaining to the sovereignty without however touching on the question as to which nation the district belonged.

It seemed very unlikely that the Italian and Abyssinian arbitrators would reach an agreement and it would be certainly necessary to call in the fifth arbitrator, the Greek Minister in Paris, M. Politis within the next few days.

The members of the commission left here on Sunday for Paris, where they will resume their labours. They hope to be able to reach a decision in the course of next week, and in all events before the League of Nations Meeting—*Transoceanic Ruo Mio*

### MOVE TO PARIS

Berne, Aug. 25.

The Italo-Ethiopian Arbitration Commission considering the Walwal incidents which Italy has made an excuse for her present war preparations in Africa, has held its last session before it moves to Paris. It travels to-night. In Paris the Commission will consider its report.

Its decision will be announced during the week.

### SOVEREIGNTY QUESTIONS

A member of the Commission has stated that it is necessary that certain questions of sovereignty be considered, without touching actual questions of ownership of territory where the incidents occurred.

He believes that it is impossible for the Italian and Ethiopian arbitrators to agree, and that it will be necessary to appeal to the fifth arbitrator, M. Politis, of Greece, *Keuter*.

ly for defence and afford assurance of security against attack.

### USEFUL STEP

The agreement reached a few weeks ago between Britain and Germany is the first, and very useful, step in the desired direction. It removes from Anglo-German naval relations the element of uncertainty, which is so disturbing; and it enables countries like France, which are specially interested in German armaments, to know to what extent they require to take German naval building into account in determining their own programmes. It will, of course, be some considerable time before it can become known what success is going to attend this new British effort to limit competition naval armaments. The process of confidential negotiation is sure to be prolonged and difficult. But the consequences of a return to unrestricted building would be grave that it is hard not to believe that the Commission concerned will have enough common sense to reach an understanding which will at least hold them over the next few years.

## DIARY OF LOCAL EVENTS

TUESDAY, AUGUST 27

Anniversaries and Holidays—  
Birthdays of Confucius, (Shang-tan-chieh), Chinese National Holiday, Customs Holiday.

### Cinemas

King's—"The Countess Of Monte Cristo."  
Queen's—"Paris In Spring."  
Central—"Chinese Picture."  
Oriental—"Flirtation Walk."  
Alhambra—"Gentlemen Are Born."  
Majestic—"Naughty Marietta."  
Star—"Kiss And Make-Up."  
Entertainments—Mr. Lindsay A. Laflord's Organ Recital, St. John's Cathedral, 5.30 p.m.  
Miscellaneous—Rotary Timm, Hongkong Hotel.  
Social—Cheero Club Whist Drive 8.30 p.m.

### Sports

Bowls—Open Pairs Final, M. J. Medina and J. Cavanagh v. L. A. R. and R. Duncan (Civil Service C.C. Green), 4.30 p.m.  
Swimming—Lincolnshire Regiment Finals (YMCA), 2 p.m.

Tennis—"A" Division, Chinese R.C. "B" v. Chinese R.C. "A"; Craigengower C.C. v. Club de Recreio "B"; United Services R.C. v. Club de Recreio "A".  
Moon—VII Moon, 29th Day.  
Sunrise—5.04 a.m. Sunset—6.45 p.m.  
Tides—High at 8.08 and 21.57; Low at 1.21 and 14.58.

WEDNESDAY, AUGUST 28

Anniversaries and Holidays—  
Feast of St. Augustine, Bishop and Doctor of the Church.

### Cinemas

King's—"Elmer Norton."  
Queen's—"My Song For You."  
Central—"Chinese Picture."  
Oriental—"The Queen's Affair."  
Alhambra—"Chinese Picture."  
Majestic—"Whoopie."  
Star—"Becheur Of Arts."  
Meetings—Annual, Royal Hong Kong Yacht Club, North Point, 4.45 p.m.  
Social—Tombola on board H.M.S. Tamar, 7.15 p.m.; Cheero Club Social Night, Whist Drive, Seamen's Institute, 9 p.m.

### Sports

Bowls—Open Singles (Quarter-finals), H. A. Alves v. F. Cullen (Craigengower C.C.); B. W. Bradbury v. H. Overy (Kowloon B.C.C.).  
Swimming—Colony Championship, V.R.C., 6 p.m.

Tennis—"B" Division, Hong Kong C.C. v. University.  
Moon—VII Moon, 30th Day.  
Sunrise—5.04 a.m. Sunset—6.44 p.m.

Tides—High at 8.48 and 22.15; Low at 2.05 and 15.25.

THURSDAY, AUGUST 29

Anniversaries and Holidays—  
Beheading of St. John Baptist.

### Cinemas

King's—"Elmer Norton."  
Queen's—"My Song For You."  
Central—"Chinese Picture."  
Oriental—"The Queen's Affair."  
Alhambra—"Chinese Picture."  
Majestic—"Whoopie."  
Star—"Becheur Of Arts."  
Meetings—Hong Kong Philatelic Society, "B. C. M. Post" Board Room, 5.30 p.m.; Theosophical Society, Study Class, 8 p.m.; Toc H Supper Meeting, Peninsula Hotel, 7.15 p.m.  
Miscellaneous—St. Andrews Club Open Night.  
Social—Civil Service Cricket Club Whist Drive, 8.45 p.m.

### Sports

Bowls—Open Singles (Quarter-finals), G. N. Mitchell v. F. O. Brown (Civil Service C.C.); A. M. Holland v. R. Duncan (Club de Recreio).  
Swimming—Colony Championship, V.R.C., 6 p.m.

Tennis—"B" Division, Hong Kong C.C. v. University.  
Moon—VIII Moon, 1st Day.  
Sunrise—5.04 a.m. Sunset—6.44 p.m.

Tides—High at 8.48 and 22.15; Low at 2.05 and 15.25.

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## A FAMOUS ITALIAN DESIGN

### The New 28 h.p. Lancia

It was with more interest than usual that I took over the new 28 h.p. eight-cylinder Lancia (called the "Astura") for trial last week writes a correspondent. Ever since Lancia broke away from all accepted standards of suspension design, some five years after the war, and built the first of those strange-looking cars called "lambdas," his productions have been characterised by three principal features—originality of design, sturdiness of construction, and longevity.

All four models, the 12 h.p., reviewed in The Observer last January, the 18 h.p., the 28 h.p., and the 32 h.p. have the famous Lancia independent front-wheel springing and the equally famous V-set engine, giving the very compact cylinder-block and the usefully short crankshaft.

No Sixes are made, the two smaller cars being fours and the others eights. It is not quite true to say that no material change has been made since the first "Lambda" design, as certain modifications have been carried out in the chassis plan, but, generally speaking, the twelve-year-old principles are adhered to today. These are decidedly unorthodox and have never, to my knowledge, been copied.

#### THE ENGINE.

The Astura is a comparatively new model, being a small edition of the "Diamante" 32 h.p. The capacity of the engine is just under three litres, as against the four of the bigger car, and the wheelbase is about six inches less in both the long and short chassis. In all other relevant points the cars are very similar. The overhead valves are operated by chain-driven camshaft and rockers, and there is a clever arrangement by which the timing is retained when the need arises for dismantling the drive.

A single down-draught carburettor with an "acceleration pump" feeds the engine, the fuel-pump being electric. Ignition is by Bosch coil and distributor, and cooling is by pump and automatically controlled shutters. The whole engine is very neat, its length being only a little over twenty-four inches. The four-speed gearbox is of a strictly normal design, with a silent third. The track is 4 ft. 7 in., the clearance 7½ in., and the two wheelbases available 40 ft. 2 in. and 40 ft. 11 in. The oil-points on the chassis are supplied by a one-shot control on the dash.

#### COACHWORK.

The coachwork I tried was of Italian manufacture, a saloon of what has come to be known as the Continental type—that is, a rather short body with a rather low roof and a good-sized inbuilt boot, on the falling lid of which two spare wheels are carried. It is a well-finished piece of work, the chief feature of which is the excellence of the upholstery, the depth of this seats in both compartments, the generous elbow-room, and the wide range of vision for both driver and passengers. The screen is sharply raked and is conveniently close up to the wheel.

Although the roof is low there is enough headroom. The only criticism I have to make is the ancient and inevitable one of leg-room. For the long-legged there is not much more than foot-room in the back, though the full depth of the seat compensates a little for this. It is an ancient grudge and, so long as makers put four-seated bodies on to short chassis, seating the back passengers within the axles and providing hand-some luggage accommodation, it will remain inevitable. The Lancia is no worse an offender than the rest. The front seats are extremely comfortable.

On the road the car's special qualities are such as to make you forget everything else. There is first of all, that familiar Lancia road-holding, combined with and largely due to the Lancia suspension. This is a fast car on all gears, a maximum of well over eighty miles an hour being fairly easily reached and held, yet at no speed in any ordinary circumstances was there the slightest tendency to wander from the narrowest straight line. You can put that big car exactly where you want her exactly when you want to. The steering is outstandingly good, light, direct, and high-gear-ed.

#### SMOOTHNESS.

In addition to the constant excellence of the front-wheel springing (and it is very good indeed) there is the variable tension of the shock-absorbers on the rear axle. You twist a handy knob on the dash and tighten or slacken the snubbers as you like. It is odd, feeling the road suddenly smooth itself out, under your fingers.

The engine runs with great smoothness and although it is not particularly quiet at high speeds its hum is not disagreeable. The silent third is nearly noiseless, but at high speed second is decidedly audible. Gear-changing is easy and quick, the engagement of the clutch smooth and rapid.

The Astura put up a very good show in hill-climbing. Pebble-combe, with its maximum gradient of one in five and a half was climbed from a standstill on second in thirty seconds, the speedometer rising straight up to thirty-five miles an hour, without any intermediate drop, and Box Hill was taken all the way on third. The latter impressed me more by reason of the ready acceleration after the second and a sharper hairpin bend. The lock is quite extraordinary. The car feels as if it were jointed in the middle.

I calculate that the comfortable maximum speeds on third and second are about sixty and forty miles an hour. The ease and readiness with which sixty-five miles an hour is attained (that is about its comfortable cruising speed) is one of the most delightful features or a very attractive car. It costs £2875.

#### NEW OWNER-DRIVER DAIMLER

The Daimler Motor Company have just announced the introduction of a new model, the six-cylinder "Light" Twenty. It is primarily intended to be an owner-driver's car, as distinct from the previous Twenty, which was a chauffeur-driven model. The new car has an engine of two and a half litres, with a tax of £15. The general design of the engine is the same as in the latest, with overhead valves and the cylinder head cast integrally with the block.

It has a top speed of seventy-five miles an hour, and has been designed for long life as well as high performance.

A number of interesting features include vacuum control to the brakes, which renders the necessary effort of application extremely light, and the front-seating arrangement by which the driver is enabled to see the near-side front wing.

The prices are £2675 for the six-light saloon and £2695 for the four-light saloon.

#### MORE HEAVY-OIL VEHICLES IN USE

A large increase in the number of vehicles with heavy-oil engines is shown in the return of vehicle registrations issued recently by the Society of Motor Manufacturers and Traders.

In May of this year 4320 heavy-oil vehicles were in use compared with 1751 in May last year, an increase of 146.7 per cent.

The total registered for October-May was 1302 compared with 284 for the corresponding period of the previous year, an increase of 358.5 per cent. Three hundred and forty-six similar vehicles were newly registered in May, as against 119 in May last year, an increase of 190.8 per cent. A total of 5178 heavy-oil goods vehicles up to and over 2½ tons were in use in May this year, an increase of 57.9 per cent. on the figure in May last year.

The number of agricultural vans and lorries in use in May was an increase of 51.7 per cent. over May last year, the figures being 9111 compared with 6007.

There were fewer goods vehicles driven by steam and coal gas, the number in use in May being 2073 compared with 2622 in May last year, a decrease of 20.9 per cent.

## MOTOR JOTTINGS

### MOTORING HINTS COACHWORK COMFORT

#### Recognisable Symptoms Of Car Ills

Just as the motorist should be able to judge from his own symptoms that the latter are due to, say, a disordered liver caused by indiscretions at table the day before, so he should be able, if he has had a little experience in the care and driving of cars, to judge from the symptoms what ails his car when it is obviously "off colour."

Unfortunately, however, like the doctor and the medical specialist, neither the most expert mechanic nor the specialist in automobile equipment is infallible. For one reason, certain symptoms apply equally to more than one kind of derangement; for another, like the patient in a consulting room, the car owner is sometimes unable to provide the garage mechanic with information that might form the basis of a correct diagnosis, or when he tries to explain what is wrong he may miss some point that would, if mentioned, enable the mechanic immediately to put his finger on the spot, whereas his omission of that one symptom causes the others to indicate an entirely different and distinct cause of the trouble.

#### LOCATING THE TROUBLE

Frequently, too, the car owner is unable to describe any symptoms whatever; he can say no more than to guide the motor expert than the man who could only tell the doctor that he has a pain, but not where.

"My car makes a noise, but I don't know where; I can't describe it and I've never noticed whether anything in particular makes it start or stop, though it never seems to occur when anyone else is in the car, but myself." Imagine a motor mechanic attempting to diagnose in a case like that! And the words quoted are neither imaginary nor exceptional in their uninformative character.

The motorist who can do no better than that to assist the garage man will probably have a bigger bill to pay when the noise has been traced and cured, for the repairer may have to drive the car 20 or even 50 miles to identify and locate it.

Admittedly, some irregular noises are very difficult to describe, and the circumstances in which they are prone to arise are not easy to recognise and recall. But before the car owner seeks the help of a repairer he should try to form ideas concerning any kind of fault, so that he can pass them on in the hope that they will aid in diagnosis.

When an engine misfires, for example, the driver should be careful to note the running conditions, if any, that always or usually cause it to commence, cease or become less or more noticeable. He should notice whether a knock comes on when the engine is pulling or the car is over-running the engine, whether it occurs, continues or ceases when the car is coasting with the gears in neutral and whether it is louder or less evident as and when the engine warms up. Each of such symptoms may carry the mechanic a little or a long way towards quick and correct diagnosis.

A horrible squeak on all except very smooth roads was traced without delay on a car belonging to a friend of the writer when he was able to tell a garage mechanic that it always ceased for a time after the car had been washed and soon after the car was taken out on a wet day. The body-holding bolts were slightly loose, allowing the body to "jiggle" on the chassis; but when water got between the insecure contact surfaces it served for a while as a lubricant and stopped the squeak.

#### SYMPTOMS OF IRREGULARITIES

Among the symptoms of irregularities that should identify themselves to the owner-driver are the following:—When an engine misfires badly, practically ceasing to fire as soon as it attains a certain speed, irrespective of the gear in use, one is fairly safe in diagnosing a partially petrol-choked filter—petrol "starvation."

If an engine has been pulling well and suddenly stops without preliminary or other symptoms, coil failure (with battery ignition) may be suspected, particularly if the engine was running fast at the moment before it ceased to fire. But if it would run at idling speed and then stop when an attempt was made to accelerate it, a choked main jet would be a reasonable diagnosis.

A 1935 car that impressed me favourably on the new Observer trial route is the 16-h.p. six-cylinder Standard writes a correspondent. For several years Standards have made a name for themselves in more than one important point, principally in lively performance and accommodation and the new car scores in both.

It is one of the few popular cars at the new popular price of £235 that is fitted with a good-sized body, and for that reason alone, it should be of interest to that much-quoted and often long-suffering person, the family man. He should always have our sympathy, for he obviously needs space before anything else—material, workmanship and efficiency being admitted—and he very seldom gets it at anywhere near £300.

You can buy all sorts of very nice motor-cars round about that figure, fast and quiet and comfortable for two or three people, but very few in which the power is not wasted and general ease and touring comfort sacrificed to the ugly and quite impractical "sporting" outline.

Some of these so-called sporting bodies have not even the excuse of weight-reduction, being nearly if not quite as heavy as their more sensible sisters, and the sporting qualities are found only in the coachwork. If a sloping roof, the minimum of headroom and elbow-room, and an all-round close fit make any perceptible difference to performance or fuel-consumption, there might be something to be said in their excuse, but as a rule the only difference between them and the ordinary type is in essential comfort.

#### "ROOM TO SPARE"

The Standard Sixteen is not of this kind, but a decent-sized car in which a day's driving can be done without that cramped feeling coming on after the first hour, the feeling that makes people

moment before it ceased to fire. But if it would run at idling speed and then stop when an attempt was made to accelerate it, a choked main jet would be a reasonable diagnosis.

On the other hand, if pops and bangs accompanied the sudden stop, coil trouble could be ruled out at once; more likely the cause would be a "floating" impeding in the passage between carburettor float chamber and jet.

When one cylinder only ceases to fire the cause will almost always be in the ignition—a cable adrift or a sparking plug at fault. But if all cylinders misfire irregularly the contact-breaker is the first thing to inspect and test.

It will be seen, therefore, that if the car owner takes note of symptoms as and when they exhibit themselves, before, after, or during the occurrence of an irregularity, he may facilitate the diagnosis and cure of the trouble by a motor mechanic, even though he may not recognise the fault himself while nothing its symptoms.

#### The 16-h.p. Standard

use the railway for long distances instead of their otherwise much more suitable cars. The catalogue says that five full-grown people can be carried "and have room to spare." I don't know that I would agree to that, my experience being that three large people on the back seat can only travel really comfortably when the car is a big one and, especially, a long one, but I certainly regard this car as properly comfortable for four. Two on the back seat should be able to shift position as much as they like, and that is indispensable on a long journey. It is very seldom allowed for.

The available body-space on the 9 ft. 2 in. wheelbase and the 4 ft. 8 in. track (the latter is the usual full measurement) has been made proper use of, very little if any being wasted on luggage-space. There is a shallow locker in the back panel which carries either the spare wheel or a suitcase, the lid forming a tray for luggage, but it hardly encroaches on the seating-space. This is as it should be. A built-in locker, if it is of useful proportions, is a very handy thing to have, but unless the car is a really big one or the overhang is absurdly long, the passengers suffer. This is a sensible body, and, considering its size, the car is not, for to-day, unduly heavy at 26 cwt.

#### THE ENGINE.

The engine has a bore and stroke of 65.5 by 103, the cubic capacity being well over two litres, and the tax is £12. It is a plain job, with lateral valves, pump cooling, machined combustion chambers and ports, coil ignition with automatic advance-and-reward, automatic re-setter, and a carburettor-silencer. The 20-h.p. engine, 73 by 106, can be had without extra charge.

The standard model has an orthodox four-speed gear-box with synchro-mesh to top, third and second, plus a free wheel, but the Wilson pre-selective box may be had for another £35. The gear-ratios are 5.5, 7.2, 11.1, and 18.9 to 1, but if desired an alternative ratio can be had of 4.75, 6.5, 10, and 17.1 to 1. This is a feature very seldom met with, and I was much attracted by it. There is a good deal to be said for a high gear on Continental roads, for example, and the makers are to be congratulated on offering their customers so useful a choice.

It will be seen, then, that this car has a rather remarkable specification for £235, from which I single out the alternative gear-ratio and the roomy body for special notice. Its performance is lively. Although the claimed speed is 65 miles an hour the speedometer was showing 69 at maximum revolutions, while the best pace on third was 50 and 35 on second.

#### ACCELERATION.

The acceleration was good, the engine picking up smartly from a crawl and getting away rapidly. The claimed figure from 10 to 30 miles an hour is 10 seconds, with two up, and I should think it was justified.

## The Proven STOMACH REMEDY for Bad Cases

Amazing evidence of the remarkable speed with which indigestion and stomach pains can be stopped has been revealed by medical experiments and X-ray photographs of actual cases. These prove the ingredients of "Bisurated" Magnesia to be the quickest-acting and most effective known to medical science. Within 5 minutes a teaspoonful of "Bisurated" Magnesia in a little water produces complete relief in cases where numerous other remedies had failed entirely.

Simply take a teaspoonful of the powder in a little water. The moment this soothing draught reaches the tortured stomach it begins to sweeten the sour, fermenting undigested food. The contents of the stomach become as bland and soothing as milk to the sensitive stomach lining. The pain quickly lessens and presently disappears. By following up the treatment after each meal your harassed stomach will soon lose its tendencies and grow strong. Until you can eat whatever you like and enjoy every meal, without fear of wind and pain.

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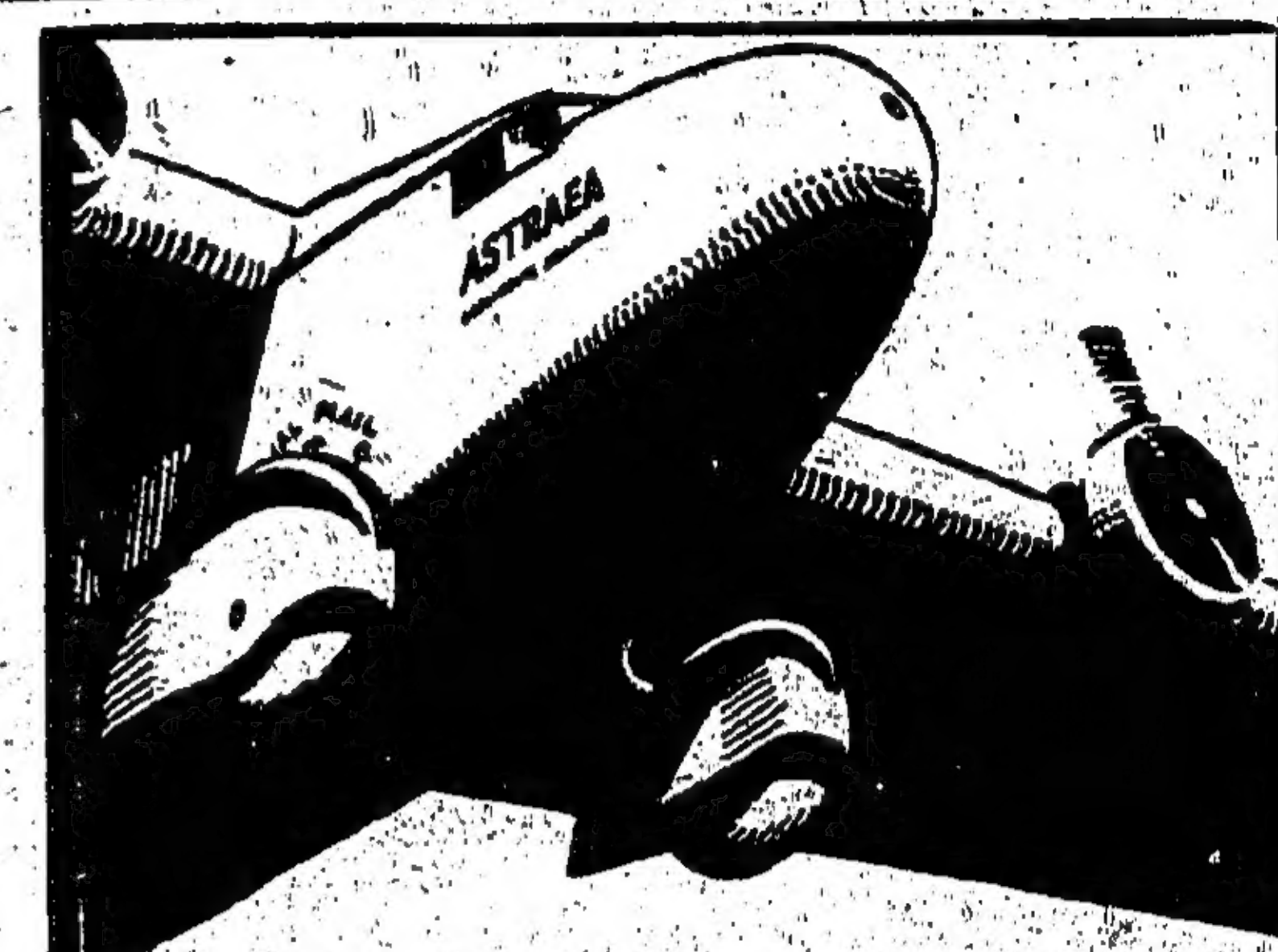
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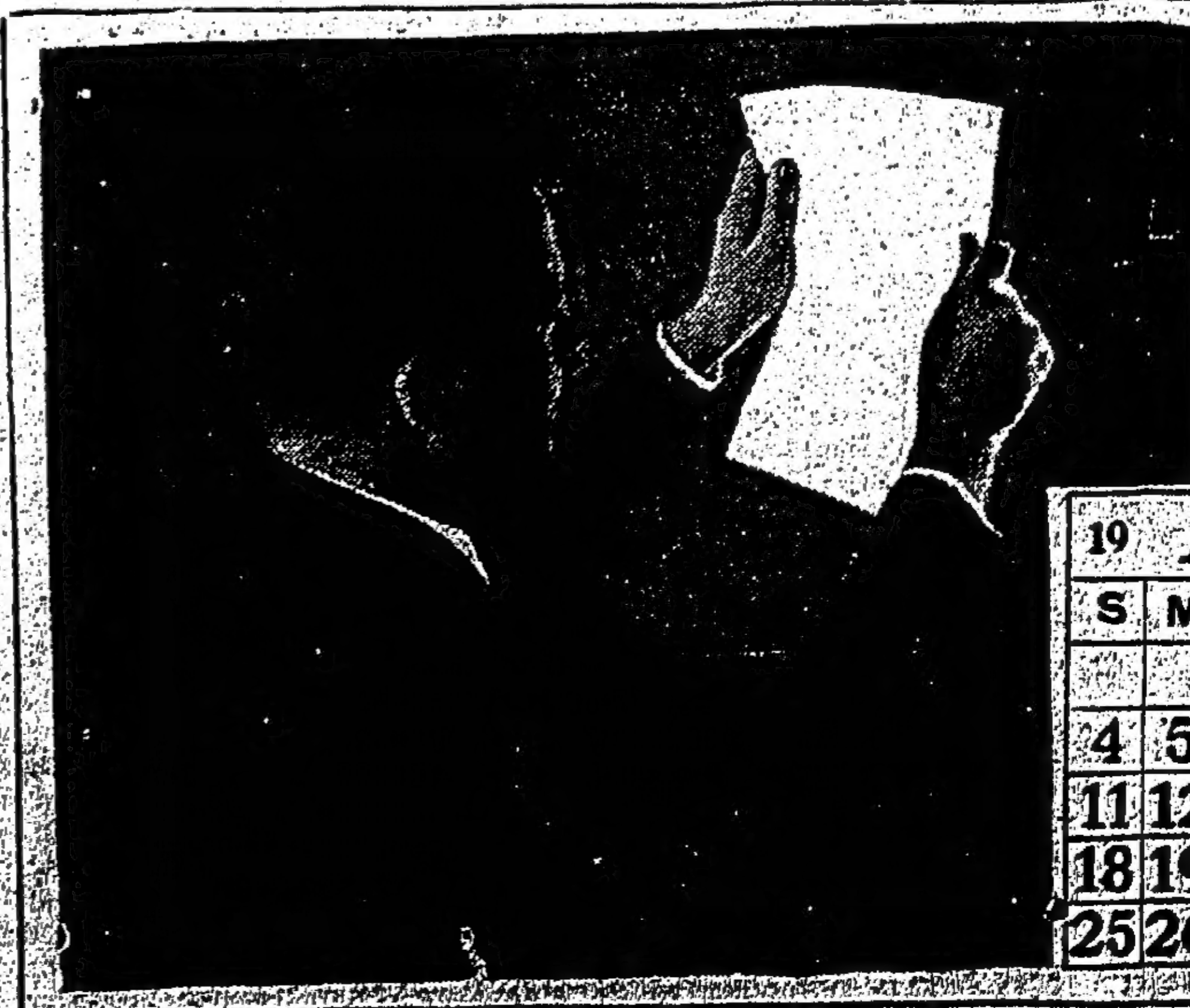
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## CARS OF TO-DAY

### Rover Speed Fourteen

Few standard cars of moderate  
price are more elegant in line  
and finish than modern Rover  
models. Including the Rover Speed  
Fourteen streamlined four door  
coupe. This travels rapidly and  
smoothly.

The lines please the eye; the  
back slopes off towards the  
ground in one sweep. Entrance  
behind, owing to the low roof  
and wells in the floor, is no bet-  
ter than that of most sports  
models, but the seating is com-  
fortable and there is good leg  
and elbow room; head clearance  
at the rear is just enough. En-  
trance forward is easy, and  
driver can get in and out by the  
nearside doorway. The car is  
well found. On the left of the  
Veed instrument is a cupboard  
with a door and a fitted tool tray  
below; a small cupboard is on  
the offside, and the equipment  
includes two revolvers, two pistols  
with two motors, a small reflect-  
ing mirror, ashtrays, sliding ven-  
tilators in the sides of the scuttle,  
and ventilating sections to the  
front and rear windows, a screen  
with handle and concealed chain  
which will give a direct view, a  
locker behind the door of which  
forms a trunk carrier, and a  
cupboard below in which the  
spare wheel is carried and the  
door of which has inset two  
tail, stop and reverse lights, with  
a number plate behind glass. The  
tank filler is in the nearside wing,  
and in front is a combined bumper  
and harmonic stabilizer.

#### PUSH ROD OPERATED

The push-rod-operated over-  
head valve engine has stream-  
lined ports and manifolds, a high  
compression cylinder head with a  
compression ratio of 6.7 to 1, and  
three synchronized inclined down-  
draught carburetors on the  
nearside. These are accessible, as  
are the chain-driven generator,  
the starter art, the make-and-  
break and distributor on the side  
of the crankcase, two water taps,  
and the coil on the dash, where  
are also the automatic engine re-  
starter, cut-out, and fuses. In  
the dash is a locker, and remov-  
able plates allow the backs of  
the instruments to be got at  
easily. Valve clearance is not diffi-  
cult to alter.

On the offside, the sparking  
plugs at an angles in the head,  
the separate junction box for the  
lamps and horns, the oil filler  
with separate breather pipe near,  
the diprod, the oil pump, on the  
dash the electric petrol pump,  
automatic chassis lubrication  
tank, and Lockheed fluid re-  
servoir for the brakes are all well  
to hand. Clutch pedal clearance  
can be altered from under the  
bonnet.

The single-plate dry clutch  
delivers the power to a four-  
speed gearbox which has con-  
stant-mesh wheels for second,  
third, and top, and remote control  
carried on a separate cross-  
member and thus free of move-  
ment of the flexibly held as-  
sembly of engine, clutch, and  
gearbox. There is also a free-  
wheel. The propeller-shaft is  
open; the half-floating back axle  
has spiral bevel final drive. A  
pedal works the four brakes,  
which have 11 in. diameter drums,  
hydraulically, and hand lever the  
brakes only mechanically. The  
lever is between the front seats,  
and there are three butterfly nut  
adjusters. The springs are half-  
elliptical, and work with hydrau-  
lic shock absorbers; the front  
ones are flat and have the inter-  
leaves and the rear ones have  
the least camber. The frame  
here is undergoing, passing under  
the axle. There is a simplified  
form of jacking.

#### ON THE ROAD

This Speed Fourteen does not  
make heavy weather of accelera-  
tion or speed; it is moreover,  
quiet, and although it is a sports  
car, the engine is not fussy or  
hesitant in traffic, or without  
flexibility or smoothness of drive.  
It is well balanced, I have no fault  
to find with the clutch drive, and  
the gear-change is simple; the con-  
venient short handle has a button  
catch for reverse. Engagement  
—except on first—being by does,  
click in changing can be avoided  
by double-clutching, while, with  
the free-wheel, clutchless, quiet  
changes can be made with  
straight-through movements after  
the engine speed has been allow-  
ed to die down. The steering was  
accurate and sufficiently firm and  
light; the large spoked wheel  
affords fine and easy con-

trol. The spark lever, which with  
a high-compression engine wants  
to be used intelligently for the  
finest results, the dip-and-switch,  
control, and the horn button are  
in the centre of the wheel. A  
signal lever, with automatic re-  
turn, is just under the wheel on  
the offside. The driving position  
and view are comfortable and  
safe. The brakes worked effi-  
ciently and give a driver con-  
fidence. The saloon held the  
road well, and for a sports model  
with only two persons on board,  
there was the least movement  
and wheel bounce at the back.  
More than 35 and 55 miles an hour  
can be done on second and third,  
80 on the level is quickly reached,  
70 fairly easily, and the best  
speed on an open road is about  
80 miles an hour. The rates on  
the upgraded stretch were 15  
and 65, on the new Dashwood  
Hill 30 and 54, and with a stand-  
ing start on third at the bottom  
of the old hill the top was passed  
at 37 m.p.h. The roads were  
dry; the breeze was mostly  
against the car, especially in the  
cutting of the new hill.

### STRATOSPHERE PLANE NO FIRE

(Special Air Mail Service)

London, Aug. 55.

The only stratosphere aeroplane  
owned by France crashed in  
flames and was totally destroyed  
while on a test flight near  
Bonnieres-sur-Seine near Mantes,  
this afternoon. The pilot, M.  
Cagno, was burned to death.

For more than three years the  
Farman brothers, who are half  
English and were among the ear-  
liest pioneers of aviation have  
been working to perfect this ma-  
chine which has only just been  
completed.

## ROYAL AIR FORCE

Technical Staff

(Special Air Mail Service)

London, Aug. 5.

Wing Commander P. F. Malt-  
land, M.V.O., A.F.C., who was in-  
vested by the King with the  
M.V.O. at Mildenhall for his work  
as staff officer to the R.O.C. Fly-  
ing, R.A.F. Jubilee Review, is ap-  
pointed to-day to the station at  
Calshot for navigation duties. It  
is at Calshot that specialists in air  
navigation are trained.

Wing Commander Maltland was  
formerly in the Navy, and was  
senior shipman of H.M.S.  
Dreadnought in 1914-15, when he  
went in for duty in naval air-  
ships. In 1927-29 he plotted one  
of the Southampton flying-boats  
on their pioneer cruise from Ply-  
mouth to Singapore, Australia  
and Hong Kong.

Squadron Leader H. A. Hamers-  
ley, M.C., now staff duties at  
Fighting Area H.Q., Uxbridge, is  
appointed to Worthy Down station  
for engineering duties, in which he  
specialized in 1927-28. Squadron  
Leader Hamersley is an Australian  
officer, and began his service with  
the Commonwealth Forces in  
February, 1915. He joined the  
R.F.C. in October, 1916, and served  
in France, where he gained the  
M.C. in 1918.

It was still necessary, however,  
to test the "Plane" at over 33,000ft.,  
and the task was entrusted to M.  
Cagno. The plane took off at  
3.45 p.m., and was in the air for  
an hour and a quarter before  
anything went wrong.

Suddenly, the machine was seen  
diving in flames towards the  
earth. "It looked as though it  
was left to its own devices," declared  
an eye-witness, describing its fall.

It is supposed that M. Cagno  
was overcome while at a great  
height and fainted.

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than a really good Gimlet.

But there must be plenty of ice  
and it must be

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## CINEMA TRADE NOTICES

## THE QUEEN'S AFFAIR

Showing at the Oriental Theatre after its sensational success in London is Herbert Wilcox's brilliant satire on Ruritania, "The Queen's Affair," which reintroduces the starring team of Anna Neagle and Fernand Gravy. They are supported by an excellent cast.

Drama, comedy, spectacle and romance are all blended in this picture, which deals satirically with the political fortunes of a mythical kingdom and the feud between the Queen and the President who deposes her.

Action is developed in the kingdom itself, and in America, Paris and a mountain holiday resort.

The story moves swiftly and vividly from its opening in a New York departmental store to its happy and ironical conclusion in the throne room of the Royal Palace.

The development is full of unexpected twists—with much humor extracted from the essential humanity of those whom society elects to leadership.

Anna Neagle wears a complete range of exquisite modern clothes and her sports outfits, tailor-made costume, velvet evening dress, and negligee, to mention but a few, will prove of immense interest to women.

## THE COUNTESS OF MONTE CRISTO

One of the most enjoyable pictures of the year, abounding with miscellaneous situations, ranging from gay comedy to hectic romance, is "The Countess of Monte Cristo," Universal's colourful continental drama, at the King's Theatre to-day.

Adapted to the screen from a European play by Walter Fleisch, "The Countess of Monte Cristo" presents a little film extra girl, who, prompted by a temperamental whim, drives a car right out of the studio to an exclusive winter resort, where she is mistaken for a real countess.

An element of unusual suspense is maintained throughout the story when the countess is continually getting into hot water and at any moment stands in danger of being discovered. To further complicate matters she becomes involved in the machinations of two crooks.

Fay Wray, looking more lovely than ever in this picture, gives an exceptionally fine performance in the title role, while Paul Lukas supplies the romantic male interest in his suave and debonair continental style. It's an ideal part for the Lukas.

**THE QUEEN'S AFFAIR**  
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**FAY WRAY and PAUL LUKAS**  
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TO-MORROW  
**ELINOR NORTON**  
with CLAUDE TREVOR-NORMAN FOSTER  
A FOX PICTURE

**THE QUEEN'S AFFAIR**  
LAST TWO DAYS A. 2.30, 5.10, 7.20 & 9.30

**MARY ELLIS**  
**TULLIO CARMINATI**  
**IDA LUPINO**  
**LYNNE OVERMAN**  
Directed by Louis M. Milson

**PARIS IN SPRING**

Next Change  
**JAN KIEPURA'S "MY SONG FOR YOU"**

## TO-DAY AT THE CINEMA

## Hong Kong

**KING'S:**  
"Tropical Express Non-Stop Revue"  
"The Countess of Monte Cristo"

**QUEEN'S:**  
"Paris in Spring"

**ORIENTAL:**  
"Flirtation Walk"

## Kowloon

**ALHAMBRA:**  
"Gentlemen are Born"

**MAJESTIC:**  
"Naughty Marietta"

## Coming

**KING'S:**  
"Tropical Express Non-Stop Revue"  
"Elinor Norton"

**QUEEN'S:**  
"My Song For You"

**MAJESTIC:**  
"Whoopee"

**ORIENTAL:**  
"The Queen's Affair"

**HAZEL**  
Nathan Road Kowloon. Tel. 573222  
FINAL SHOWINGS TO-DAY  
At 2.30, 5.20, 7.20 & 9.20 P.M.

**THRILLS SET TO MUSIC**

**VICTOR MARIETTA**  
"The Girl in the Green Dress"

**EDDY**  
"The Girl in the Green Dress"

**MAJESTIC**  
"Whoopee"

**EDDIE CANTOR**  
"Whoopee"

## ON B. I. MOTOR SHIP

## Knifing Sensation

Singapore, Aug. 19.  
Signals requesting a doctor and a police boat were flown by the British India Steam Navigation Company's motor ship Kola, 1,530 gross tons when she came to anchor in the Singapore Roads last night on arrival from Bangkok.

Both were supplied by the Marine Police, and the master of the ship, Captain C. J. Feller, reported that a Chinese member of the crew had run amok, killing one man and wounding two before throwing himself into the sea.

The Kola had left Bangkok with one passenger, an Indian who was travelling deck, on Thursday, and it appears that, at 1.20 the following morning (Aug. 19) the officer on watch heard screams in the crew's quarters.

Investigation proved that a Hyiam serving as general servant, had attacked three of his Chinese shipmates with a knife and then thrown himself overboard.

One of the victims was already dead. The other two were seriously wounded. The dead man was later buried at sea, while the wounded were landed at Singapore and taken to hospital. Their condition is stated to be not critical. All the victims are Chinese "boys."

The Kola plies regularly between Singapore and Bangkok and is expected to leave port again on Aug. 22.

## THE SALE ROOM

(Special Air Mail Service)  
London, Aug. 5.

At the last sale of the season at Sotheby's the Kipling manuscript of his ballad "Mandalay," described in "The Times" on July 26, written on two sheets, realized £210, being bought by Mr. Gabriel Wells, the New York bookseller.

Other items, which contributed to a total of £842, included a copy of the third folio edition of Shakespeare's plays, 1664, which made £600, and a copy of the Kelmscott edition of Chaucer's works, bound by the Doves Bindery, which realized £230, and which also went to Mr. Gabriel Wells.

**ALHAMBRA**  
Nathan Road Kowloon. Tel. 573222  
FINAL SHOWINGS TO-DAY  
At 2.30, 5.20, 7.20 & 9.20 P.M.

**Gentlemen Are Born**

**FRANCHOTTON**  
**IAN MUIR**  
**MARGARET LONNAN**  
**AND OTHERS**  
**THE BOY'S OWN PAPER**  
**NICK FORAN**

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7.15-9.30

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**RUBY KEELER**  
**PAT O'BRIEN**  
Warner Bros. Military Musical  
**Flirtation Walk**

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**FERNAND GRAVEY**  
Directed by HERBERT WILCOX  
**The Queen's Affair**

Summer Prices Matinees 20 cts.-30 cts.—Evenings 20 cts.-35 cts.-55 cts.

## PRETTY LONDON WEDDING

## Powlett-Keyes

(Special Air Mail Service)

London, Aug. 5.

The marriage took place yesterday in the King Henry VII. Chapel, Westminster Abbey, of Mr. Peter Wallop William-Powlett, youngest son of Major and Mrs. William-Powlett, of Cadiz, Ottery St. Mary, and Miss Katherine Elizabeth Keyes, second daughter of Admiral of the Fleet Sir Roger and Lady Keyes, of Tingewick House, Buckingham, The Dean of Westminster officiated, assisted by the Rev. C. M. Armitage and the Rev. W. Llewellyn.

The bride, who was given away by her father, wore a gown of white and gold brocade, with a long pointed train cut in one with the skirt, and tight-fitting long sleeves. She had a tulle veil and carried a sheaf of lilies. She was attended by two children—Anne and Vernon William-Powlett (nieces of the bridegroom)—and by six grown-up bridesmaids—Miss Diana and Miss Elizabeth Keyes, Miss Anne Dorrien-Smith, Miss Verona Lockett, Miss Belinda Boyle, and Miss Gelda MacGregor. The children wore frocks of cream and gold check organza with halo headpieces of gold and cellophane leaves. They carried bouquets of red roses. The older maids wore dresses of the same organza with small capes trimmed with up-standing tulle round the shoulders. They had halo headpieces of gold and cellophane leaves and carried bouquets of red roses. Mr. Hugh M. O'Connor was best man.

Lady Keyes afterwards held a reception at 39, Lowndes Street (half the bride's grandmother), Mrs. Salvin Bowly.

Among those present at the Abbey were:

Lady Keyes, Major and Mrs. William-Powlett, Mrs. Salvin Bowly, the Hon. Mrs. Geoffrey Bowly, Miss Bowly, Mr. John Bowly, Mr. Roger Keyes, Mr. Geoffrey Keyes, Mr. and Mrs. Russell Bowly, Mrs. George Bowly, Lady (Terence) Keyes, Mr. Michael Keyes, Commander and Mrs. Robin Jeffreys, Mrs. Adrian Keyes, Miss Phyllis Keyes, Miss Magdalene Keyes, Canon and Mrs. Bowly, Miss Agatha Bowly, Mrs. Douglas Jeffreys, Mrs. A. Dorrien Smith, Mr. Robert and Mr. Richard Dorrien Smith, Miss Imis and Miss Mary Dorrien Smith, Captain and Mrs. Hugh Bowly, Commander and Mrs. Peveril William-Powlett, Mrs. Parkinson, Miss Nind, Mr. and Mrs. Arthur Jeffreys, Commander and Mrs. Newton William-Powlett, Mr. Algernon Dorrien Smith, General and Mrs. H. B. Jeffreys, The Earl and Countess of Glasgow, the Hon. James Boyle, Colonel Viscount Dillon, the Rev. Sir David Hunter Blair, Lady Mabel Lunn, Admiral and Mrs. Tomkinson, Mr. Michael Seymour, General Sir Ian and Lady Hamilton, the Hon. Mrs. Fortescue, Mrs. Gordon Cumming, Major and Mrs. Douglas Graham, the Hon. Mrs. Lyell, Lady Gurney and Mr. David Gurney.

## SCOTLAND'S BIRTH-RATE

(Special Air Mail Service)

London, August 8.

The Scottish birth-rate, which had been declining since 1876, rose in 1934, according to the Registrar-General's returns just issued. The death-rate for last year is recorded as the lowest in Scottish history.

During last year the birth-rate was 18 per 1,000, the total of 88,838 births, being 2,290 more than in the previous year. This rate, however, is still practically half the rate recorded in 1876.

Scotland's population at the middle of last year was 4,934,000, an increase of 22,000.

## ELINOR NORTON

Three Hollywood leading men Hugh Williams, Norman Foster and Gilbert Roland are assigned to Claire Trevor in "Elinor Norton," the Fox Film dramatic smash which arrives on Wednesday at the King's Theatre.

Williams, young English actor, was placed under contract recently by Fox and appeared first in "All Men Are Enemies." He has just completed "The Green Hat," with Constance Bennett, for another company, but is now back on the home lot.

Foster returned from a South Seas vacation to appear in "Elinor Norton."

Roland last appeared for Fox opposite Clara Bow in "Call Her Savage."

Adapted from Mary Roberts best selling novel, "Elinor Norton" is regarded as one of Fox Film's outstanding productions.

## MY SONG FOR YOU

The overwhelming success of Jan Kiepura in "Tell Me To-night" inevitably invests his latest picture with more than ordinary interest, and it will be agreed that "My Song For You" is a worthy successor to the comedy-musical which ran so successfully. This Gaumont-British picture was directed by Maurice Elvey, is scheduled to be shown at the "Queen's Theatre" soon.

An additional point of interest is the fact that Sonnie Hale is again associated with Jan Kiepura. In "Tell Me To-night" he made a great hit as a comedian, and in this new picture he is afforded even greater opportunities as a comedian, as a laughter-maker. He is not slow to avail himself of the light-heartedness and absurdities of the amusing situations with which he is confronted.

The film may be described as a medley of song comedy and romance. Jan Kiepura sings with bright and joyous abandon, not only the leading theme song, but excerpts from opera and "Ave Maria" which is a noteworthy feature of the concluding scenes.

In support of Jan Kiepura, Sonnie Hale and Emyln Williams, are Allen Marson, as the delightful heroine, with whom, Gatti the singer, falls in love; Gina Malo, as a party girl who causes more than a spot of bother; Muriel Gorge, Reginald Smith and Gorge Merritt.

## ALHAMBRA TO SHOW CHINESE FILMS

With the filming of a Chinese picture to-day, the management of the Alhambra Theatre at Kowloon will inaugurate a new departure in the presentation of their programmes.

This policy has been adopted because of the difficulty experienced in obtaining foreign films at reasonable rates.

The picture to be screened to-day, will have a run of three days, and for those who understand Cantonese, should prove a great diversion from the usual programmes offered.

The management of this theatre said that it was their intention to show at least one Chinese picture a week for the next four or five weeks, which of course will be interspersed with foreign films.

## The Reason

"Do you mean to say that you've had the same cook for a year?"  
"Yes, we took a long cruise on our yacht, and she couldn't swim."

## AUGUST REVIEWS

## Abyssinia And The League

(Special Air Mail Service)

London, August 5.  
The Abyssinian crisis and the political condition of Europe are the chief topics discussed in the reviews this month.

In the "Nineteenth Century" Mr. Henry de Monfried, who has spent 20 years in Ethiopia in the province of Harar, blames France for what he regards as the blunder of casting Ethiopia to the League of Nations, "thus forcing her to assimilate a culture which was in no way suited to her," for the country is precisely where it was 2,000 years ago. He thinks it is our duty to help Italy towards the attainment of a "humanitarian aim which would bring us all a share of the profits." Sir Bryan Fell explains without complaint, the working of the House of Commons to enforce his argument that Parliamentary procedure must not be allowed to stand still. Mr. W. H. Stoker, K.C., dealing with some juridical aspects of sovereignty, clarifies the confused subject of mandates, protectorates, suzerainties, spheres of influence, and the requirement and cession of territory. Mr. Frank Melland is critical of "Our Colonial Complacency," contending that we have not made a good start with "our new Colonial copy-book because we are still thinking too much of ourselves and not enough of the persons concerned, our native subjects and protected races." Mr. W. G. Fitzgerald deals with the baffling situation in the United States in "Mr. Roosevelt challenges the Constitution." Mr. Guy Hunter, on "The British Mind and War," is fearful of the "fantastic growth of idealism (and worse)" which may lead to war: for one thing conditions to-day "have brought forward a new word to justify a possible war—Peace."

"FORTNIGHTLY REVIEW"

In the "Fortnightly," Sir Edward Grigg pleads with Britain, Italy, and France to agree on some modification of the Treaty of 1906, which they can jointly submit to the League and to Abyssinia—admitting that it is rather late in the day to seek this way of peace. Mr. Wickham Steed is sarcastic at the expense of British "innocents" who are prepared to trust Germany's word. Only a firm "peace front" will, he declares, avert war in Europe. Sir John Marriott reminds Englishmen of the ties of old friendship with Italy, and Italians that the English are attached to the cause of international peace and would want proof that Italy had made every effort to avoid war. In answering the question "Can sociology become a science?" Professor Julian Huxley maintains that sociology can only succeed if it pushes the machinery of scientific integration on to a new level, when "it will have done a great deal towards converting science from a series of isolated social nerve-centres into what it should and might become—a real brain for society." Colonel Wedgwood is enlightening about the report of the Committee on the materials available for a history of Parliament. Mr. C. F. Melville, on "Germany's Psychology of Success," wants the door barred against German expansion in Central, Eastern, and South-Eastern Europe.

"NATIONAL REVIEW"

The "National Review," quoting with approval Sir Francis Lindley's letter to "The Times" on the League of Nations and its nature, is severe with Cabinet Ministers who, so it declares, have clung to the League "because it affords some sort of excuse for their shortcomings." Sir Edward Grigg argues that national defence and collective security are not alternative and antagonistic policies: "they are mutually indispensable." Herr Louis Fuchs, while believing Italy, without straining facts, can find logical reasons for forcing a war on Abyssinia, wonders whether Signor Mussolini realizes what a menace to the world his attitude contains. Mr. D. Livingstone-Learmonth puts in a plea for English cheese as against foreign, with special reference to "Blue Dorset," for which there is no marketing organization. The growing of fruit and adventures in downs are among the other topics.

"EMPIRE REVIEW"

Much Imperial ground is covered in the "Empire Review." The editor takes us "round the Empire." Sir Philip Dawson writes on electrification as a help to employment; Captain M. D. Kennedy on Anglo-Japanese relations; Mr. Edwin Feistland on the Eskimos of Labrador; and there are articles on a journey through Central Australia, India, and plantation life in Jamaica.

LITERARY

The "Cornhill" offers variety as usual. Mr. F. L. Lucas commends his Icelandic journal, and Mr. R. H. Mottram his serial "Flower Pot."

Europe. Mr. G. K. Chesterton possibly wants the same thing in his witty decision of "Anglo-Saxon historians" in "English Literature and the Latin Tradition." Mr. Horace Thorogood gives reasons for feeling alarmed about the maternity rate.

"CONTEMPORARY REVIEW"

In the "Contemporary Review," Mr. Hugh Dalton explains why he agrees with the opinion so often expressed abroad that "if England will speak plainly there will be no war." Mr. Sisley Huddleston, in "New Forces in France," finds something stirring under the surface of present confused manifestations "which will perhaps bring back to France moral supremacy in Europe. She will not be content with a negative attitude, watching passively the dynamism of other nations; but will, possessed by an idea-force, again take her traditional leadership." Sir John Harris, discussing the Abyssinian question, urges France, Great Britain, and the United States to intimate plainly that hostilities will not be permitted without prior arbitration and conciliation; then, he believes, there will be peace, not war. Sir Charles Hobhouse writes on the international status of Tangier. Mr. J. H. Harley on Poland's foreign policy, and Mr. R. A. Leeper on British culture abroad. Dr. Alfred E. Garvie, Professor R. B. Mowat, Count Storm, and Dr. Hubert Hall are among other contributors.

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End. Colonel C. B. Thackeray comes to the defence of Thackeray and the Brookfields; cricket is the theme of a poem by Lord Gorell and of a fantasy by Mr. J. N. Goldsmith; Lady Vyvyan writes of the Yukon in "The Unrelenting North," and there are stories by G. R. Malloch, Olga Radster, Nugent Barker, and others.

In "Blackwood's," Mr. Francis Hayley Bell gives a thrilling account of the furious fighting in Canton during the strike of 1925; Major George Bruce tells a story of Australian life after the war; "Hall Yard," of an adventure in a big canoe; Major N. A. D. Armstrong of a lost fortune; and Mr. S. P. B. Mals of the "Stripling Thames."

"Chambers's" leads with a story by Mr. Eden Philpotts. There are articles on the work of the watermen of London; on motoring and road accidents; on the drinking of tea; on R. L. Stevenson's early writings on popular authors; and on regimental marches; besides short stories.

In the "London Mercury" Iris Origo reveals many things in the life of Conte Alessandro Guiccioli, of his wife, and of Byron's "last love." Yone Noguchi and William Plomer are among the poets; Sean O'Faolain writes from personal knowledge of A.E.; and there are contributions by Stephen Spender, R. A. Scott-James, Edward Garnett, and Bonamy Dobrée.

In the "English Review" Signor Luigi Villari states the Italian case on Abyssinia and concludes that "the more opposition there is in Great Britain to Italian action the stronger is the average Italian's determination to see the thing through somehow or other." Mr. Ellaire Belloc writes on credit and currency; and there are stories and the novel literary supplement.

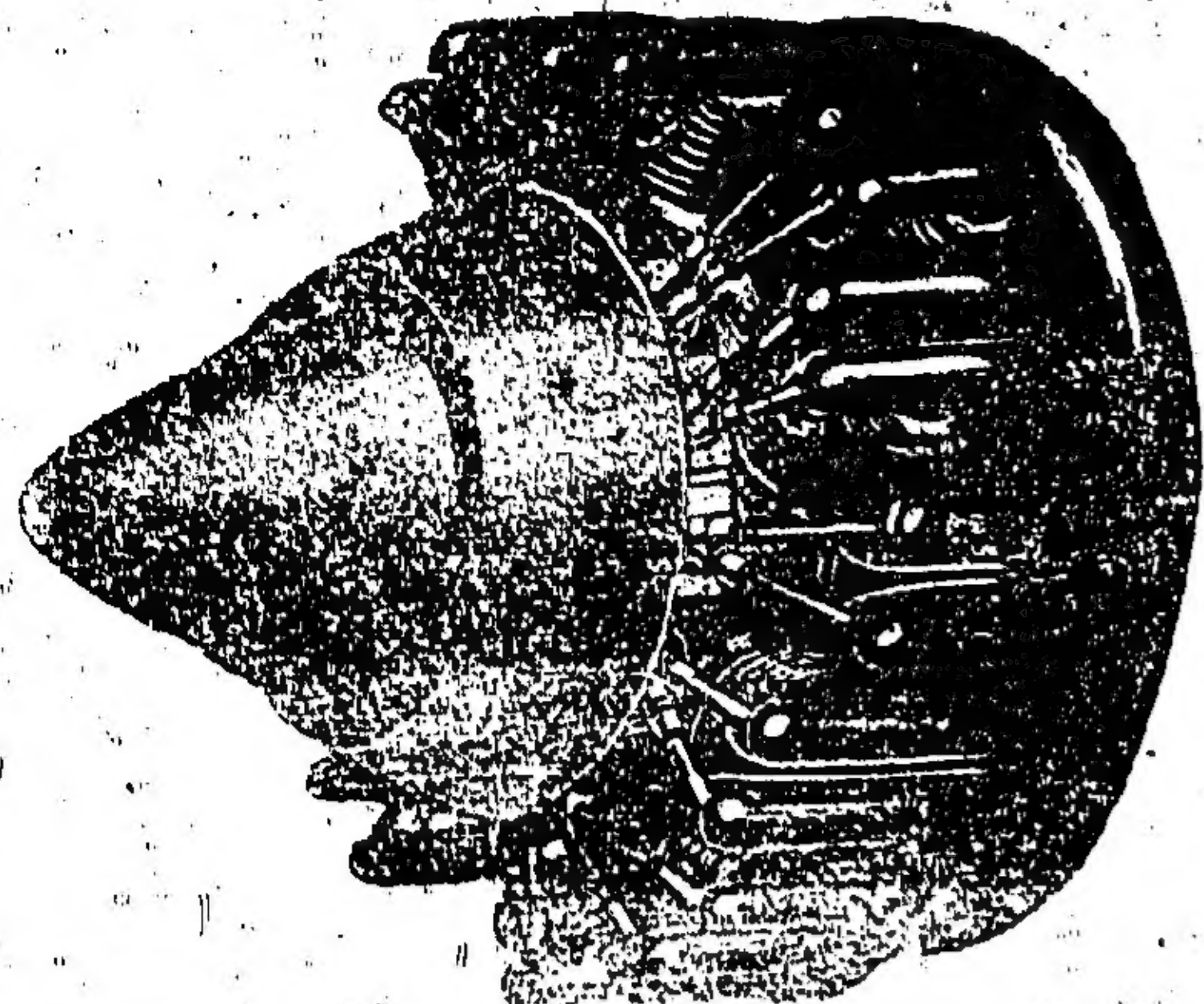
ILLUSTRATED

The "Strand" has stories by Agatha Christie, Warwick Deering, and Denis Mackail; and Curtis Brown writes on the authors he has met. The "Windsor" is a holiday fiction number, packed with stories, one of the writers being the Dean of Durham. In "Nash's" the contributors of articles and stories include G. K. Chesterton, Storm Jameson, Rebecca West, Sinclair Lewis, Pearl S. Buck, and L. A. G. Strong. "Good Housekeeping" covers a variety of domestic and social subjects, illustrated, besides short stories by popular authors. In "Pearson's" Miss Jean Batten describes what a long air flight means to a woman. Holiday articles and pictures fill the pages of "Woman's Magazine." Miss Marjorie Bowen writes of women and village life. "The Girl's Own Paper" and the "Boy's Own Paper" are also in summer humour. Mr. Philip A. Kelly, in "Sunday at Home" writes of intensive landscape gardening. "Blue Peter," besides its novel features, contains an excellent pictorial record of the Naval Review.



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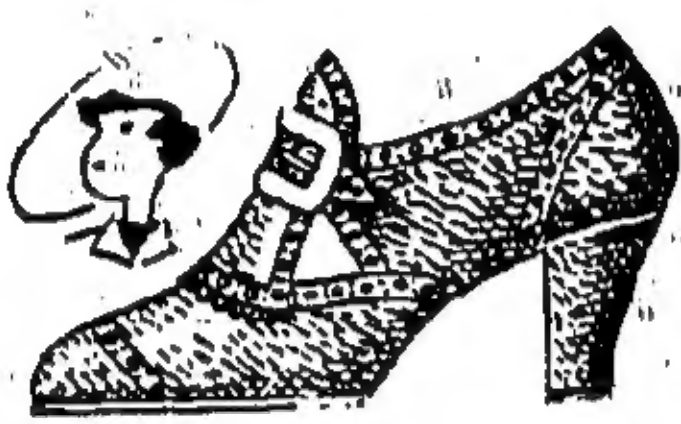
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## Around the Courts

### CHOPPER ASSAULT

The sequel to an assault with a chopper by Tang Lap-cho, (58) street coolie, on two boys, Leung Yin-ki, (18) and Luk Choi, (16) while they were asleep in Des Voeux Road West, in the early hours of Sunday morning, had a sequel before Mr. W. Schofield, at the Central Magistracy yesterday, when the assailant was charged with assault.

Imposing a sentence of six weeks' hard labour on the defendant, the Magistrate warned the complainants not to go about the ropes of street coolies for taking the ropes of street coolies for fishing.

Detective Sergeant Kinner, prosecuting, said the boys with another went fishing in the harbour about 4.30 a.m. on Sunday, and decided to sleep in the street, as it was too late to return to their homes. About 5 a.m. the defendant came along and attacked them striking the first complainant and inflicting a cut on his neck, and then turned on the second complainant. Had the chopper been sharp, he might have caused much more serious injury to the boys.

When arrested, defendant said that the boys had stolen his ropes for the purpose of fishing in the harbour about 3 a.m. that morning. He had remonstrated with them, but after he had gone away, they had taken his bamboo pole and sleeping mat and thrown them into the harbour. A motor car driver, Lau Kong, was passing, and at once called a constable.

Apparently defendant was telling the truth, although both boys denied his allegations, as the police could find no trace of the defendant's bamboo pole and mat.

### BRIBERY CHARGE

The case against Munsha Singh an Indian Police Constable attached to the Wanchai Police Station charged with procuring or causing to be obtained, bribes and assault and unlawful arrest was again before at the Central Magistracy yesterday.

Mr. W. P. Thompson prosecuted while Mr. M. A. da Silva represented the defendant.

Mr. Silva submitted that the defendant had no case to answer as most of the evidence was unreliable and the same was based on the second defendant Kwok Suk So who was charged with obtaining the bribes for the Constable. Kwok had already pleaded guilty to the charge, but has not been sentenced as yet. His worship replied that he agreed that the first two charges were certainly weak and that the evidence was not sufficient, but he held that the defendant had a case to answer to the charges a, d, and e.

At this stage hearing was adjourned till August 29, at 2.30 p.m.

### STOWAWAY FINED

A fine of \$50 with the alternative of one month's hard labour was imposed on Ying Chung Ngok, a 27-year-old unemployed when convicted by Mr. E. I. Wynne-Jones at the Kowloon Magistracy yesterday for being found on board the steamer Sui Sang, on which he had stowed away with the intention of going to Singapore.

Mr. O. F. Hamilton, preventive officer of the Indo-China Steamship Navigation Company, stated that the usual fare to Singapore was \$35. If defendant had not been detected on board the ship, the Company would have had to pay a fine of \$100 as Singapore and the man would have had to be brought back to Hong Kong at the Company's expense. The man boarded the ship at Kowloon whilst she was alongside the wharf, and was caught in the vicinity of Stonecutters Island.

Inspector Stinson appeared for the prosecution and stated that defendant came from Shanghai about a week ago.

Defendant stated that he wanted to go to Singapore to join his brother.

Two widows, Pun Hau 40, and Tang Nui, 59, who were caught begging in Queen's Road opposite the King's Theatre, were bound over by Mr. Macdougall in the Central Police Court yesterday. Choi Mau, 55, and Ng Ngo, 35, mendicants, were similarly dealt with for begging in the doorway of the Bombay Silk Store, D'Almeida Street. Sergeant M. Rogers prosecuted.

### DUTIABLE CARGO

A fine of \$2,000 or in default, eight months' imprisonment and \$400 or in default 3 months' hard labour were imposed by Mr. W. Schofield at the Central Magistracy yesterday on Wong Kong Tal, boatman of No. 4 class boat 3979W, who was convicted on charges of possession of 210 gallons of dutiable spirit and 120 lbs. of dutiable tobacco respectively which were seized on the boat in question, while being rowed across the harbour towards Hong Kong in the vicinity of Shau Ki Wan on Sunday last. Revenue Officer A. W. Grimmett, prosecuting said that when the Revenue party approached the craft carrying the illicit cargo, defendant and another person who were rowing it, dived over board in an attempt to evade arrest.

Defendant was caught but the other man made good his escape. Inspection proved that all the jars were fitted with air tight binding, and could be dumped in the water without sustaining any damage. When arrested defendant gave no explanation at all.

### CARNAL KNOWLEDGE

Tse Sang (23) a Chinese barber was remanded by Mr. E. I. Wynne-Jones at the Kowloon Magistracy yesterday to Saturday when he was charged with having carnal knowledge of an 11 year old girl named Chan Mui.

Prosecuting, Inspector K. W. Andrew, attached to the S.C.A. stated that the defendant was a barber at a shop at 506 Shanghai Street and it was alleged that he reduced the girl who became 11 years of age on June 11 at the address given in the charge.

Upon being informed that defendant must be committed to the Criminal Sessions for trial Inspector Andrew informed the Magistrate that there were certain circumstances which might be in defendant's favour.

### FORGED BANKNOTE

Li Yiu, (50) an unemployed seaman, was remanded until Saturday at the Kowloon Magistracy when he appeared before Mr. Wynne-Jones yesterday, charged with uttering a forged \$10 banknote of the Chartered Bank of India, Australasia and China, at the Hop Cheung firewood shop on Friday last.

Det-Sergeant Franklin stated that on Saturday last defendant went to the Hop Cheung firewood shop and ordered \$1 worth of wood to be delivered to No. 614 Nathan Road, and tendered a \$10 bill, for which he received \$9 change. When the shop folks went to deliver the wood, they found that there was no such address so they went back and informed their master, Yeung Mun, 43. The banknote was examined and found to be a forgery.

The next day, a coolie of the shop was sitting outside when he saw defendant enter another firewood shop. Defendant had a conversation with the master of the shop and as he came out the coolie stopped him and accused him of uttering a forged note, and struggled with him.

On the way to the police station defendant was seen to throw away a \$10 banknote which was retrieved by the coolie and taken to the police station.

Lam Hung, 27, unemployed banisher, appeared before Mr. Schofield at the Central Police Court yesterday, charged with entering the Colony before his term of banishment had expired. Inspector Hourihan said defendant was arrested on information in Centre Street, near Queen's Road. Defendant admitted four previous convictions in 1931. A term of 12 months' hard labour was now imposed.

For returning to Hong Kong before his term of deportation had expired, Shu Muk, 37, unemployed, was sentenced to nine months' hard labour when he pleaded guilty before Mr. Macdougall at the Central Magistracy yesterday. It was the defendant's second breach of the deportation order. Sub-Inspector J. Walsh prosecuted.

Li Ching, unemployed, was sentenced to nine months' hard labour by Mr. W. Schofield at the Central Magistracy yesterday, for pleading guilty to a charge of

## AUSTRALIAN GIRLS DUE

To Be Entertained Locally

Australian papers of August 10 state that the party of girls who will leave Melbourne in the Tairāpiti next Wednesday, to tour Japan, under the auspices of the Young Australia League, now number 34.

Fourteen of the girls are from Victoria, while the remainder come from every other State and New Zealand. Their ages range from 16 to 19.

The deputy-director of the Y.A.L. (Mr. J. R. Williams) said to-day that during the voyage the girls would be coached in Australian history, political systems and in general knowledge. They would then be in a position to answer the barrage of questions which was invariably fired at strangers in a foreign land.

"When I was in America," Mr. Williams said, "I was amazed at the lack of knowledge they had about us and our continent. The general population was extraordinarily ignorant of Australia. In fact, they were barely aware of its existence."

"So we want this trip to be an advertising mission. They are bound to be inundated with questions and queries, and it is being arranged that they will give lectures to those schools in Japan which teach English, and I do believe they are now numerous."

"Although we have no confirmation as yet, it is most likely that the girls will be received by the Emperor of Japan. The girls will have to wear a special court dress, a Japanese costume, for attendance at the Japanese Court."

Conductors of the tour will carry with them letters from the Government and other influential authorities to similar authorities in Japan.

The tour will last three and a half months.

### LOCAL ARRANGEMENTS

Arrangements are being made to entertain the girls while in Hong Kong. H.E. Sir Thomas and Lady Southorn will entertain them to tea at Government House on Tuesday, September 10, and on the same day they will be the guests of the Rotary Club to lunch. On Wednesday, September 11, they have a day in Canton where the Rotary Club there will look after them. On Thursday, September 12, the Australia and New Zealand Association will provide entertainment for practically the whole day. The Hong Kong Travel Association is actively interesting itself in the visit and other items of entertainment are being arranged.

theft of a handbag, containing \$470, from Wong Siu-man, married woman, at Hennessy Road, on Saturday. The defendant was also ordered to pay \$5 amends or seven days' hard labour in default, as the money was not recovered. The defendant was alleged to have come up from behind the complainant and snatched the bag. She seized hold of him, until a constable came up and arrested him. The money was contained in a small purse inside the handbag, and had either been taken by defendant and passed to a confederate, or lost in the struggle.

With a previous conviction against him for housebreaking this year, Cheng Cheung, 21, unemployed, was sentenced to three months' hard labour by Mr. Wynne-Jones at the Kowloon Magistracy yesterday for being found on the stairway of No. 163 Sai Yeung Choi Street for an unlawful purpose on Saturday. Mr. J. P. Way, insurance agent, appeared as complainant and stated that defendant was caught by him fumbling with a lock on the door of a cupboard near the door leading to the roof. Inspector Ellis prosecuted.

While watching a juggler in Colmaught Road Central near Ramsey Street, Tong Ming, 34, a broker, of 43 Prince Edward Road, was robbed of a parcel containing two bottles of paint oil from under his arm. The thief was seen and caught by a district watchman. Brought before Mr. Macdougall at the Central Police Court yesterday, Pun Kwai, 28, unemployed, pleaded guilty to the theft, and was sentenced to three months' hard labour. Sub-Inspector J. Walsh prosecuted.

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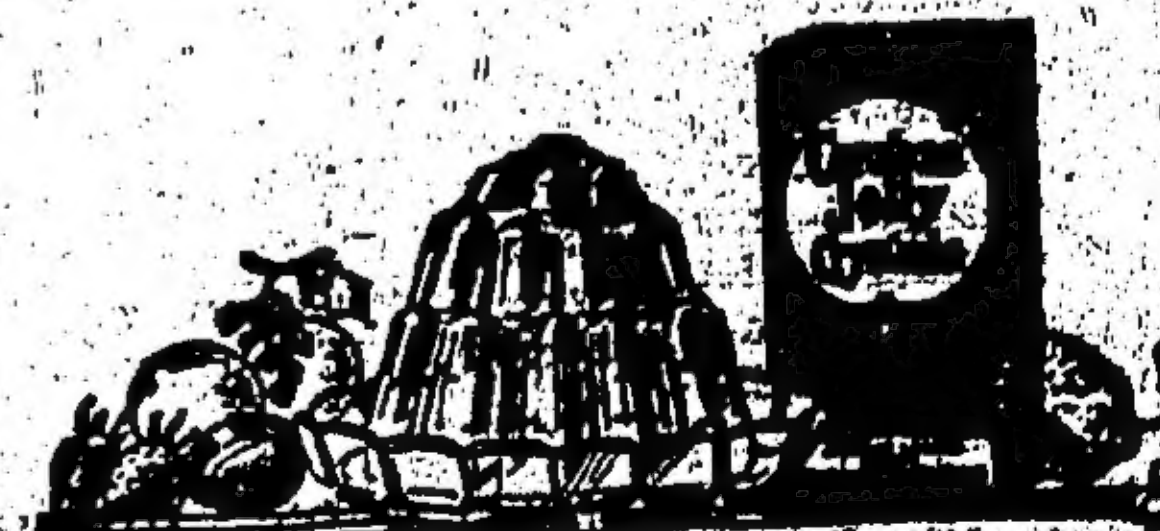
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## CHRISTIAN CITIZENSHIP

## Sermon At Cathedral

The following sermon was delivered by the Rev. H. W. Barnes at St. John's Cathedral on Sunday.

St. Luke, 19, 14. And when he was come near, he beheld the city, and wept over it, saying, If thou hadst known, even thou, at least in this thy day, the things which belong unto thy peace!

If these words could be spoken in first century Palestine how much more must they be spoken to-day after two thousand years. If there is one good thing noticed in the present lamentable crisis it is the bankruptcy both in courage and in service of non-Christian statecraft. The opportunity before Christians to recapture the moral authority which used to belong to the Church is tremendous both in the sense that it is very great and also that it is charged with peril. It is our duty here both to lend all possible support by our prayers to the forces of peace and justice and also to discharge our own political responsibility that we may earn the name of Christian citizens.

## STEWARDS OF OUR POSSESSIONS

This is the point at which we arrive at our subject for to-day which is the individual responsibility of the Christian in citizenship. The position from which we start is this, eager participation in the citizen's life and responsibility is implied in doing the will of God. We are stewards of our possessions and part of our possessions is the political station in which we live; it is our society. If that is not true, that is to say unless the concerns of politics are conducted by reference to the relationship of man's life to God then the life of citizenship, politics in all its forms, will be empty of all spiritual content and demoralised. Further, Christianity itself would be pushed into a domestic backwater. The reason of this is that citizenship depends upon what you think of people, and what you think of people depends upon what you believe of God. Citizenship therefore is a vital concern of religion and religion of citizenship. To put it in a sentence, there is no half way house between looking upon politics and citizenship as purely utilitarian and non-moral or as the vehicles of God's purpose. Christ lived and died to give man more abundant life which must mean not only a more satisfactory personal life but also the richest life in fellowship and society. Politics is the organisation of that life. The quality and direction of politics and society are as much the concern of the responsibility of the individual Christian as is the conduct of education and housing.

## INDIVIDUAL RESPONSIBILITY

When we were considering last week the responsibility of the individual with regard to his possessions we found that there were two governing Christian principles concerned. First that which is contained in the words, "Give an account of thy stewardship," and second, that which is described in the sentence, "Service is the rent which we pay for our rooms on earth." These two principles can govern your responsibility in citizenship. The first means this:—that before God every individual is seen and valued as one person, no more or less; which means, the other way round, that every individual is responsible personally before God for his conduct as a citizen. The second means that life in the community is sacramental. In considering the state we cannot do better than remember the words of Aristotle, "The State exists to secure life for its citizens and continues in order to keep it good."

I want to try to draw out some practical consequences of these two Christian principles of citizenship with regard to the individual. We are bound to come down on the side of the exercise and not the abnegation of individual responsibility. The State is the trustee before God of the souls which compose the community each one considered individually. From that it follows that the object and end which a state exists to serve is that of the fullest and freest expression of life at its best for each of its citizens. It cannot in general be right that the State should encourage some to "enrich themselves at the expense of others," some to "enrich themselves at the degradation of others." On the contrary the State is the bulwark which safeguards freedom and all that we value most in common life. Therefore democratic

forms of government are not to be considered simply as administrative alternatives or judged by the standard simply of economic wealth. Democracy contains a principle of priceless value. It is one of the proud endowments of the British Nation and we betide us if through the inefficiency with which we practice it, it becomes vilified or despised by others.

## CASES IN THE WEST

This is precisely what has happened in many cases in the West and the reason is that Christians among others have not lived up to their responsibility as citizens. Not only have they not exercised their right to vote in municipal and sometimes in parliamentary elections but all too often men of principle have avoided the rough and tumble of politics or the hard labour of thinking for their country because they seem to think in some way to be dirty and contaminating.

The claim of some of the early Christians was, "We are the best citizens of the empire." It should be ours. Put it this way, because of services rendered to its members the State claims the right to tax you, in certain respects to control you, in certain circumstances to imprison or to execute you and in the event of National danger to demand of you the sacrifice of your own life.

I seem to me that the Christian citizen ought to respond to this claim. I don't mean that he ought complacently to tolerate inefficient public service or corrupt government or unjust administration. He ought on the contrary to be the best critic as well as the best citizen. These ought to mean the same thing.

I do mean that I cannot see any limit, granted real freedom of criticism to the claims which the State can put upon its citizens whom it duly serves. You and I as citizens are involved up to the hilt in the life of our community. Let me take the example of peace and war. It is neither for me to accept war as inevitable nor to ignore the whole business as being unclean.

It is for me to condescend to particulars, to take a vivid and informed interest in the concerns of civic life, and so I think, in the event of international disturbance to do all that I possibly can to prevent the outbreak of hostility. But should war eventuate what would prevent me from being a non-cooperating pacifist? The conviction, that my life is so much bound up with that of all the other people among whom I live that I must take the risk of death as well as enrichments of life which ordinary circumstances furnish.

## PERSONAL RESPONSIBILITY

This personal responsibility means also this:—That I ought to do what I can to be a citizen of my community. I mean that I ought not to be ignorant—so ignorant as I am—of the conditions in which my fellow citizens live, and how they are housed and kept in health and educated and of how justice is administered among them. Compassion is the privilege and responsibility of citizenship. I cannot exercise that privilege unless I know something of my fellow citizens. Not is that difficult. We can all visit hospitals and schools and the magistracy and we can be taken round different housing districts in the city. You may think that I am advocating religious interference in politics in the sense of the Church taking one party. Anybody who has read any history knows how disastrous that is both to Church and to State. What I am suggesting is that we do not fulfil our responsibility as citizens unless we are ready and to a certain extent qualified, to think and act in matters vitally concerning our common life. In fact Christians will be found on both sides in most current political debates although there are certain great moral issues on which Christian opinion ought to be unanimous. But if Christians are ever called upon by their conscience to be disloyal to the State, it can only be because they believe that they are acting in allegiance to the true ends of the State towards which he State is failing to move.

Two more of the practical consequences, derived from our Christian principles of citizenship can be found apart from Christian inspiration. What is needed alike in civic responsibility, compassion and clear thinking is a personal return to the affirmation of the sovereignty of God. We are per-

## OBITUARY

## Mr. T. I. Gracias

It is with deep regret that we have to announce the death of Mr. Thomas Ignacio Gracias which occurred at the Kowloon Hospital at the age of 64.

On August 21st at the age of 64, the late Mr. Gracias was a highly respected resident of the Colony. He first arrived in Hong Kong from his native land in Goa about 40 years ago and was employed by the H.K. and Whampoa Docks until a few months ago, when he resigned owing to ill health.

He is survived by an adopted daughter to whom the deepest sympathy is extended.

## THE FUNERAL

The funeral was held yesterday evening at the Roman Catholic Cemetery. The Rev. Father B. Pienga officiated at the last rites. The chief mourners at the funeral were his five nephews, E. Medina, M. Medina, A. Medina, F. Medina, and M. P. Remedios. Others present were Messrs. E. Rocha, M. Fernandez, A. A. Martel, C. Rocha, L. Marques, A. Brown and others.

Floral tributes were sent by the following:—Mr. and Mrs. F. J. Medina and family, Mr. and Mrs. L. Medina and family, Mrs. P. Gill and family, Mr. and Mrs. E. M. Da Rocha and others.

## H.K. POLICE RESERVES

ORDERS BY MR. C. G. PERDUE, INSPECTOR GENERAL OF POLICE

## Chinese Company

Strength—Constable R6 Ho Fook Shin has been taken on the strength of the Company, as from 22nd August, 1935.

Training Course—Part III.—Members of the Chinese Company will attend at the King's Park Revolver Range on Wednesday, 28th August at 17.30 hours to fire the Part III Revolver Course under Sub-Inspector Ritchie. Only those detailed will attend.

## Indian Company

Commendation—Constable R208 Mohamed Khan is commended and granted the meritorious service bar by the Inspector General of Police for his prompt action in arresting a Chinese male who was convicted by the Police Magistrate for Larceny from Person.

Training Course—Part II.—All recruits of the Indian Company will attend 3, Cliff Road, Kowloon on Thursday, August 28th at 17.30 hours for instruction.

## Flying Squad

Instructional Patrol.—The instructional patrol for members of the Flying Squad will take place on Friday, August 30th. All members will fall in at the Central Police Station at 17.15 hours. Dress—White Uniform and Cap with White Cover.

## Emergency Unit Reserve

Motor Patrol.—A Motor Patrol will be carried out by members of the Emergency Unit Reserve on Friday, August 30th. All members will parade outside Queen's Pier at 17.20 hours sharp. Dress—Optional.

D. L. KING,

D. S. P. (R)

Hong Kong, August 26th, 1935.

## REPULSE BAY HOTEL

Repulse Bay Hotel will be the attraction for Hong Kong Society next Saturday night and these Saturday Dinner Dances which proved so successful last year will be continued throughout the season. Dancing will continue until 1.00 a.m. and, for the younger generation, who are not prepared to call a halt at that time, arrangements can be made for late supper and bathing parties at the Lido until 3.00 a.m. This re-opening function promises to be a grand success and intending diners are advised to make early reservations because of heavy bookings already received.

Personally responsible to God above all for our civic actions and neglect. We are responsible to God for the conditions in which our fellow live. We are responsible before God for looking on each individual as one person. We shall only discharge our civic responsibility as we learn to love men for their own sakes. And

## APOLOGY TENDERED IN COURT

## Revenue Officer's Act

Before Mr. Justice Lindell at the Supreme Court yesterday, Mr. T. M. Hazlerigg, the Crown Solicitor, tendered an apology on behalf of Revenue Officer H. K. Major to a retired Chinese merchant named William Li Bue for wrongful detention.

Originally the detained man had instituted a claim for damages for false imprisonment and illegal arrest for \$1,000, but this was settled on the payment of agreed costs by the defendant, an apology for the indignity and inconvenience caused and the payment of \$50 to the Tung Wah Hospital.

Mr. M. W. Lo of Messrs. Lo and Lo appeared for the plaintiff while the defendant H. K. Major, Revenue Officer was represented by Mr. T. M. Hazlerigg, the Crown Solicitor.

The particulars as set out in the claim alleged that on July 22, this year William Li Bue returned from Kowloon to Hong Kong by the s.s. Yuet On. On arrival at the wharf 11.30 p.m. he was stopped by Major who demanded to search the bag plaintiff was carrying.

Bue complied with this request, but refused to scatter up the contents of the bag as demanded by defendant, pointing out that it was for Major to take out any articles he wished for the purpose of the search.

Thereupon defendant directed two Chinese Revenue Officers to arrest Bue, which they did, grabbing him by the collar and marching him off to the Imports and Exports office. There plaintiff was ordered by Major to sit in a corner and he was detained there until 9.30 a.m. next day, when he was released.

## PRESSURE OF WORK

Mr. Hazlerigg said: This action has been settled but with your Lordship's permission I should like to make a statement concerning the matter and the terms of settlement of which statement the plaintiff's Solicitor has approved.

The plaintiff is a retired merchant living in Hong Kong. On the night of the 22nd July he, with members of his family, returned to Hong Kong by the s.s. "Yuet On" arriving at the Tung On Wharf at about 10.30 p.m.

The defendant, who is one of the most junior revenue officers in the service, was on duty at the wharf with a number of Chinese Revenue Officers. He was very pressed with work as two steamers were discharging simultaneously and no other European Revenue Officer was present.

The plaintiff was stopped by the defendant who told him to put his bag on the examination table and asked him if he had anything to declare. Plaintiff told him to look himself and said that if he damaged anything he would have to make it good.

Defendant, wanting to avoid doing damage, then asked plaintiff to remove the contents of the bag himself. Plaintiff refused—he was within his rights in so doing. His only statutory duty was to permit his baggage to be searched or to go with the officer to the I. & E. Office and have his baggage searched there.

As might be expected people crowded round to see what the dispute was about and this held up search work.

Defendant, whose temper had become frayed, then sent plaintiff to the office with two Chinese Revenue Officers, while he remained on the wharf.

Plaintiff says that the officers led him along holding him as if he were under arrest—if they did this they did so without the instructions or knowledge of the defendant.

When defendant had completed his work at the wharf he went to the I. & E. Office—this would be about 11.30 p.m.

On arrival he looked up the question of obstructing revenue officers (See e.g. s.47 of the Tobacco Ord. 1931), and he came to the conclusion that plaintiff had been guilty of obstructing and decided to charge him.

Being a very junior officer and having had no previous experience of such a charge, he decided that he ought to keep the plaintiff in the office until one of his superiors arrived in the morning and he did so. In the morning when superior officers came plaintiff was released.

I am satisfied that although the dispute on the wharf undoubtedly caused a crowd to collect which impeded search generally a charge of obstruction

we cannot do this unless we love God for His own sake. We must not be connected with anything which our Lord began to pray—Our Father.

against the plaintiff would have failed and the defendant was wrong in deciding to prefer the charge.

Defendant was wrong again in deciding to hold the plaintiff in the office until morning—his duty, if he intended to prefer a charge, was to ascertain plaintiff's name and address with a view to issuing a summons or, alternatively, if he thinks that a summons would fail to ensure appearance, to take him to a police station, prefer his charge and leaving it to the station officer to deal with the question of bail.

## GROUNDS FOR ACTION

I wish, however, to make it clear that my client honestly believed that there were good grounds for referring a charge and honestly believed that in the circumstances he ought to keep the plaintiff so that one of his superiors might deal with the matter.

It is, I think, rather strong evidence of the defendant's honesty in the matter that when at 3.30 a.m. the plaintiff's solicitor Mr. Nask rang up and asked him to release plaintiff the defendant replied that he must wait till morning as a charge would probably be preferred.

The defendant now freely admits that his opinion and the detention of the plaintiff were wrong and tenders his apology to the plaintiff for any indignity which he was subjected, and for the inconvenience caused to him by the defendant's action.

The plaintiff has therefore made any personal profit out of this matter or personally to receive any pecuniary benefit for his wounded feelings. He has brought this case simply to vindicate himself and to make it clear that persons entering the Colony are entitled to receive courteous treatment from the revenue officers and that their liberty must be respected.

## SETTLEMENT AGREED

The plaintiff has therefore agreed to a settlement of the case on the defendant tendering the apology which I have voiced on his behalf and on payment of an agreed amount of costs (which my friend Mr. Lo has generously reduced to a very small figure) and on the defendant making a donation of \$50 to the Tung Wah Hospital.

In conclusion Mr. Hazlerigg expressed gratitude to Messrs. Lo and Lo for the manner in which they had handled the case.

Mr. Lo replied that now the matter had been settled he merely wished to emphasise his client's lack of pecuniary interest in bringing the claim and said that if he had asked for and been awarded damages he would have given the money to charity. He also thanked the Crown Solicitor for his attitude in the case.

His Lordship said he was glad to know that actions such as this were rare and he was happy to see this one satisfactorily settled.

## PEACE GAINS POINTS

(Special Air Mail Service)

London, Aug. 5.

The Geneva decisions are reflected in the French Press by hopes that the month gained will permit a peaceful solution of the Italo-Abyssinian conflict, and by fears that it will not. Typical comments are:

"Le Temps": The resolution represents the best compromise that could be hoped for in the present circumstances.

"Excelsior": It cannot be doubted that peace has gained points and that war has lost points during the four days of negotiations.

"Le Journal": The desire to return to a wide policy of entente cannot be doubted, but the possibility of success is unfortunately far less certain.

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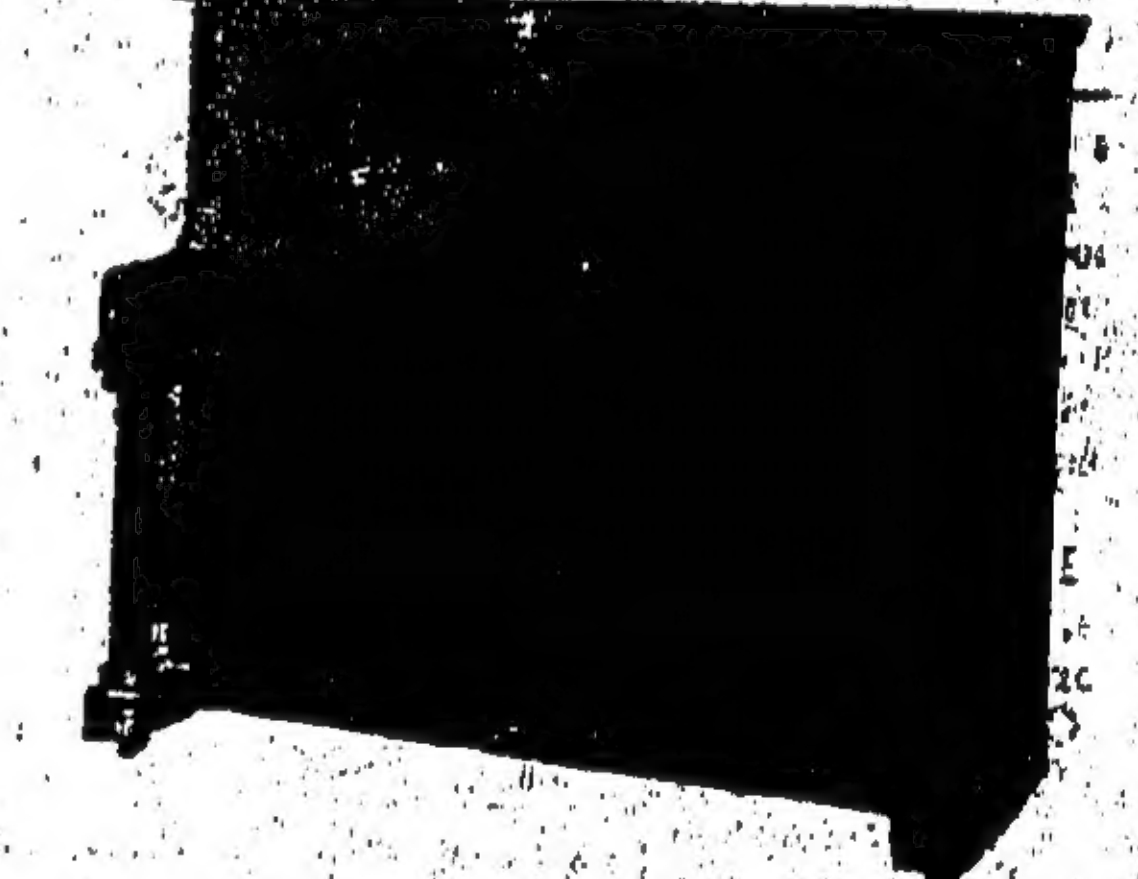
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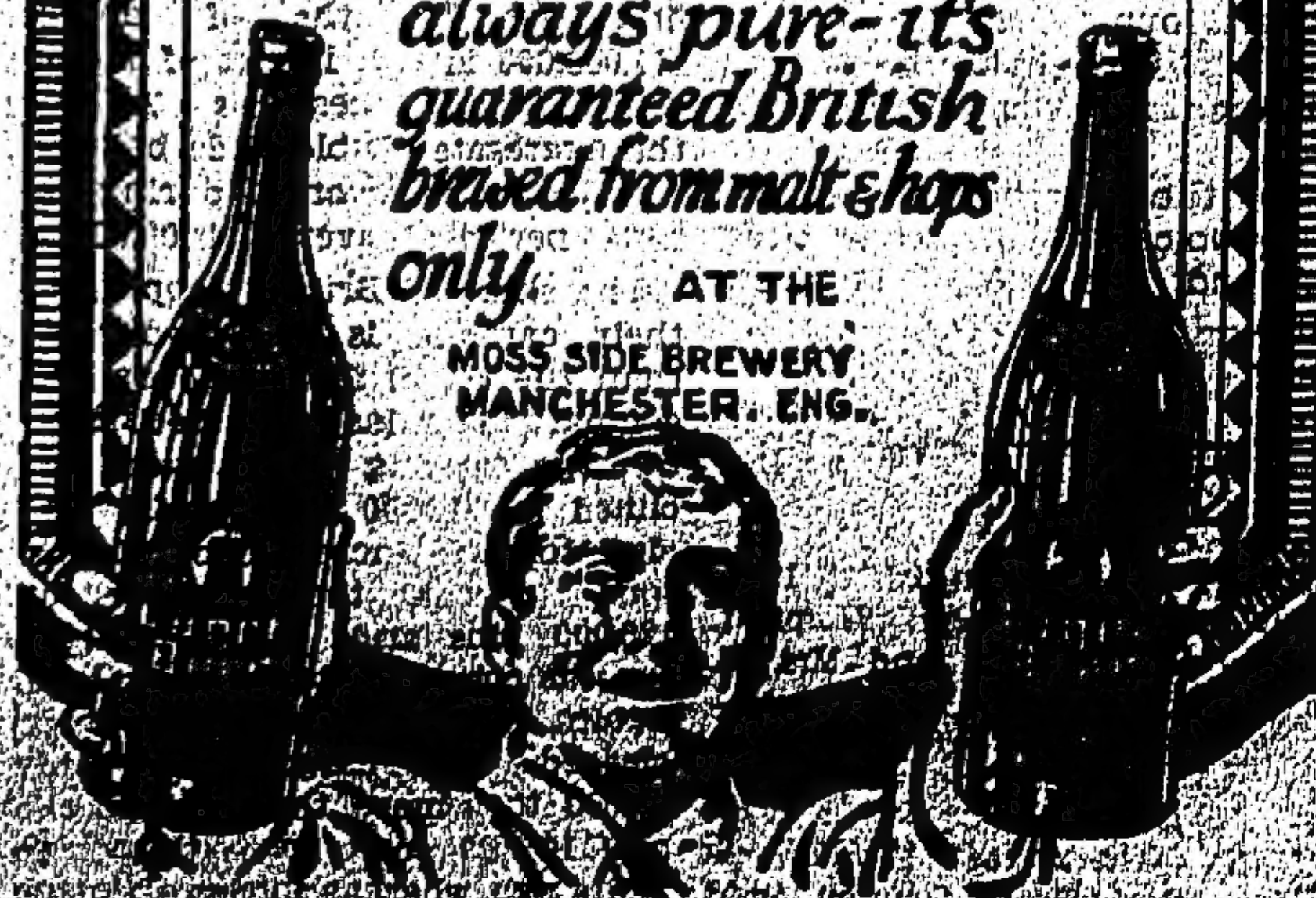
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The object of the Hong Kong Travel Association is to enlighten, by means of appropriate publicity, the tourist and the visitor on the attractions and recreational facilities the Colony has to offer. The Association is in need of your help and co-operation.

Subscriptions should be directed to:

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Post Office Building.

## NEW ADVERTISEMENTS

## OFFICIAL NOTICE.

## PROPOSAL TO CHANGE A SHIP'S NAME

I, George Lewis Shaw, of Antung, Manchuria, hereby give notice that in consequence of a stipulation in the purchase agreement, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "TEXACO XI" of Hong Kong, Official number 118499 of gross tonnage 1460 tons, register tonnage 884 tons, heretofore owned by The Texas Shipping Company (China) Limited, of Hong Kong, for the permission to change her name to "SEINEWA", and to have her registered in the new name at the Port of Hong Kong, as owned by myself.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hong Kong within seven days from the appearance of this advertisement.

Signed GEO. L. SHAW.

Dated at Antung, Manchuria, this 10th day of August, 1935.

[3763]

## NORMAL AGAIN

Berlin, Aug. 25. It was revealed to-night that Chancellor Adolf Hitler recently underwent an operation on his vocal chords.

The operation was performed on May 23, as a matter of fact, but the Chancellor has not seen fit to make the fact known until now. To-day's communique states that Herr Hitler had been suffering from increasing hoarseness, especially after his last great speech before the Reichstag.

It was found necessary to remove a polypus, which is a sort of tumour, from the right vocal chord.

Since the operation the Chancellor's voice has become clear again and the chords are now normal.

Reuter.

## BIRTH

SHRIMPSON.—On August 18, 1935, at the Country Hospital, Shanghai, to Mr. and Mrs. E. A. G. Shrimpton, a son Anthony.

## DEATH

BRUNEN.—On August 17, 1935, at Shanghai, Henry Brunen, aged 42 years, of the U.S. Naval Reserve.

## MAH JONGG ON THE RIVER

## To Escape Heat Wave!

Canton, Aug. 26. For the fourth day in succession, Canton is undergoing an intense heat wave, which brings considerable discomfort to the people here. The temperature this afternoon rose to 96 degrees Fahrenheit in the shade.

A light northerly breeze is blowing, but as a rule it calms down in the evening. Fair weather has been prevailing for a whole week, and no relief is likely. In some of the congested districts, the temperature to-day soared to 98 degrees.

In the evening most people seek relief by boating on the Canton River. Rich people hire flower boats where they can enjoy Mah Jongg, games and a sumptuous dinner. It is cooler afloat than ashore, and these boats are able to reap some profits during these unusually hot days.

Hired motor cars, buses, rickshaws, cold drink parlours are also doing good business. The beach resorts are thronged with people who keep cool by bathing in the lukewarm water.

## BOOK REVIEW

## UNDER THE MOSQUITO CURTAIN (By "LADY SOUTHERN").

We have read so many of Lady Southern's books that we have long since learnt to expect the very highest quality from her pen. "Under The Mosquito Curtain," her latest publication, is a charming little book, full of wit and humour. Lady Southern, who writes under the name of Sidney Wolf, has a beautiful light touch with her pen and she describes every detail so vividly that one is often made to feel that one is actually living through the scenes she describes.

"Under The Mosquito Curtain" is made up of many interesting stories, with plenty of local colour but the writer cannot resist making special mention of one called "P.S.O.C." (Professional See-ers Off Club). This is excellent and shows Lady Southern's keen wit. The other sketches are true to life and give a good idea of conditions in Hong Kong, Japan and Ceylon.

It is a book that should have special appeal to old Hong Kong residents at home and for that reason will make a charming gift. The book was recently issued by Messrs. Kelly and Walsh, at \$3.50.

The foreign share is rising, both inward and outward. Since 1930 the proportion of British shipping engaged in the movement of foreign trade has declined from 9.5 to 7.5. This is a consideration of which the Government might take more account when they are negotiating future trade treaties.

The present expansion of exports, gratifying as it is, needs to be placed in a proper perspective. By comparison with the bottom of the slump in 1933 this year's increase of 18 per cent is substantial. It is nevertheless a far cry back to 1929, when exports in the first five months amounted to \$308,000,000 against only \$174,000,000 in the same period of this year, a fall of 44 per cent. Measurement by value admittedly exaggerates the real fall owing to the intervening decline of prices. But when full allowance is made for this factor the fall, as measured by volume, is still 26 per cent. If this 26 per cent could be regained it may be estimated that additional employment would be found for 700,000 persons.

But we should still be left with a million and a quarter unemployed so that even in the improbable event of recovering the 1929 level of exports, the residual unemployment would be enormous. It will thus be seen that there is no prospective hope of solving the unemployment problem by way of exports. The only alternative is to intensify the efforts in developing the home market, which, during the present phase of trade revival, has become so buoyant that it is actually absorbing a 10 per cent greater volume of British made goods than it did in 1929. It is better than to continue to foster exports by every possible means, but it also must be remembered that the main cure for the economic distresses must perforce be sought in the domestic arena.

## "TAPPING" IN CANTON

## Police To Take Action

Canton, Aug. 26. Public utilities in Canton were reviewed this morning by Mr. Li Chung Chin, Municipal Commissioner of Public Utilities. Mr. Li said that Sai Kwan suburb is well supplied with electricity following the establishment of a branch power station.

Electric supply to eastern districts of the city is subject to irregular pressure, and an effort will be made to give a more consistent supply. The section between the Canton-Kowloon Railway and Tungshan and the part between Shek Pal and Chuk See Kong, Tungshan require re-wiring.

Some households in the narrow streets connect wires from the street lights to their houses, said Commissioner Li. The police authorities are asked to cut these wires.

Mr. Li next dwelt on the water supply in Canton. He said that about 10,000,000 gallons of water is consumed daily. More water is consumed during the summer months. The Water Administration has to give an adequate supply and to keep the water pure.

There are 2,890 man-drawn lorries in Canton, one half of which are hired to coolies. Mr. Li said that some shops forged lorry licenses, and the offenders were accordingly punished.

A communique issued by the Colonial Secretary's Office states that His Excellency the Governor, administering the Government has been pleased to appoint the Honourable Mr. N. I. Smith to act as Colonial Secretary and Mr. E. H. Williams as Secretary for Chinese Affairs during the absence of the Honourable Mr. D. W. Trautman, C.M.G., owing to indisposition.

## SHANGHAI SUICIDE

## Gambling Debts Said To Be Cause of Tragedy

Shanghai, Aug. 26. Vasil Edwardovitch Schitt-Schutt, a Russian aged 45 years, formerly a lieutenant in the Imperial Russian Army and for the last four years, an employee of Clarke's Inquiry and Protection Agency, was found shot dead early yesterday morning. Close to his body was a pistol and, scribbled on a piece of note-paper addressed to his wife, were the words:—"Forgive me. It is better this way."

The deceased was found shot in the office of Mr. W. G. Clarke, of Clarke's Inquiry and Protection Agency, on the third floor of the Glen Line Building. The shot was fired at about 9 a.m. and was heard by two people in the same building, a Mrs. Schneider, who is employed as secretary in the same firm, and a Chinese boy in the offices of Lloyd's Shipping Review. It is believed the deceased took his life owing to financial worries.

## OFFICE DOOR LOCKED

Schitt-Schutt, who was in charge of the offices of the Agency, turned up as usual yesterday morning and began his day's work by issuing pistols to various guards on duty. At about 8.30 a.m., Mr. Clarke left the office to attend to some outside business. When he returned at 9 a.m. he found an excited crowd of people gathered around his office, the door of which was locked.

Smashing a glass panel, he managed to unlock the door and found Schitt-Schutt lying on the floor. The bullet had passed through his head and struck one of the walls.

Three letters were found on the deceased. Two, dated August 16, were addressed to Mr. Clarke, and one, dated August 19, to his wife, who lives at 183 Route des Socours with their step-daughter. Financial troubles, brought about by gambling losses and debts, are believed to have been the cause of the tragedy. The deceased has been in Shanghai thirteen years.

The body was removed from the premises in an ambulance and taken to the General Hospital at 9.14 a.m. Life being pronounced extinct. It is believed that death was instantaneous.

## BRITAIN'S FOREIGN POLICY

(Special Air Mail Service)

London, Aug. 5.

Sir Samuel Hoare's statement to the House of Commons on Britain's foreign policy did not contain any surprises. It was inevitable that this should be the case, since the opportunity for swift and decisive action on the part of any one Power does not readily present itself in the European situation. The chain of troubles which holds Europe in servitude to the fear of war is not to be broken at a single blow; it must be slowly and laboriously unwound. In neither of the two major problems occupying the attention of the House and the country was the Foreign Secretary able to report any substantial progress. Thrown into the background by the more pressing Italy-Abyssinian crisis, the deadlock over the control or abolition of aerial warfare remains complete, and must remain so until there has been some reconciliation of the views of France and Germany. Unhappily, the attitudes of those two countries show no sign of any spontaneous weakening.

## FRANCE TO STAND BY

France continues to stand by the Anglo-French declaration of February 3 in its entirety, insisting that no one question shall be detached from the rest. Germany, on the other hand, prefers to proceed by stages, with the Western European Air Pact as the first step. Britain has not yet given up the task of mediator, and continues the search for a common ground of discussion. In such a situation the British Government's choice is to avoid generalities and adopt a policy of realism. Sir Samuel Hoare rightly criticised Mr. Lansbury's scheme for yet another economic conference on the ground of its vagueness. To initiate a conference without first having carefully prepared the ground is to invite failure and its attendant troubles.

In the dispute between Italy and Abyssinia, to which the Foreign Secretary naturally devoted the greater part of his survey, the British attitude is the same, and can be most aptly described in Sir Samuel Hoare's own words as one of "sympathetic realism." The British Government in this crisis stands by its obligations under the relevant treaties and under the League Covenant. At the same time it realises how harmful a war between Italy and Abyssinia would be not only in upsetting the precariously balanced peace of Europe and in destroying the League's right to be regarded as the protector of weak nations but also in raising the spectre of generalised war between the white and black races. Such a war would jeopardise the structure of co-operation and understanding which Britain in common with France, has built up in her African colonial empire, and it would very

seriously threaten to destroy the fruits of British rule in India and nullify the principles embodied in the India Bill. Because of all those considerations it is advisable that negotiations at Geneva should proceed with caution. Nevertheless, the Foreign Secretary set his finger on the most fruitful cause of trouble at Geneva when he appealed to Italy to state her case against Abyssinia.

## NO REAL SETTLEMENT

There can be no real settlement of the crisis until it has been discussed in all its aspects, and the only justification for delay is that it will give scope for diplomatic efforts at conciliation as distinct from the specialised work of the Commission of Conciliation.

So much for the general trend and aim of British foreign policy. The reports from Geneva show how Mr. Eden has fared in his endeavour to put it into practice. It seemed at first as though Mr. Eden would have to meet a quite uncompromising Italian attitude, and that his task of mediation would be further complicated by a pro-Italian attitude on the part of France. Fortunately, neither of the three Powers has found it necessary to take up an entirely rigid attitude. The resolution which has been worked out by the British, Italian, and French delegates, in consultation with Signor Mussolini and with the Abyssinian representative, will not be made public until to-day.

## A CONSIDERATION

A consideration of the forecast of its probable contents suggests that a certain degree of progress has been made. The resolution as amended yesterday contains three parts. It provides for the continuance of the work of the Commission of Conciliation, declares that neither party will meantime have recourse to war, and agrees to the appointment of a fifth arbitrator who shall report by September 2. The resolution in itself cannot be regarded as solving anything more than the most immediate phase of the crisis. It keeps Italy in the League by letting her have her way on the conciliation issue. Its most obvious weakness is that while it averts an outbreak of war before September 2 it does not prohibit preparations for war. The saving element in the situation is the separate declaration which it is believed will be made by Britain, Italy, and France formally reaffirming their readiness to enter into negotiations in the spirit of the 1906 treaty with the "fourth Power interested." Next to a full League discussion this seems the best procedure. It will bring Italy and Abyssinia together in a discussion which will presumably embrace every aspect of the dispute. Exactly how much hope of peace it presents depends on what Signor Mussolini's real intentions are.

## TWO FURTHER CLAIMS

## Liquidator's Suits For Over \$750,000

Shanghai, Aug. 26. Claims totalling over three-quarters of a million dollars against Mr. Frank J. Raven now await a hearing in the U.S. Court for China, as a result of two further petitions filed with the Court on Saturday afternoon by Mr. Frank L. Hough, liquidator of the three Raven companies. The summonses were served on Mr. Raven last night.

At the same time, summonses were served on Mr. Walter Raven, a nephew, on two causes of action by Mr. Hough, one for U.S. \$8,000, and the other for \$29,887.91.

The first claim against Mr. Frank Raven is a demand for the payment of \$120,818.22, plus interest at 8 per cent per annum, as from December 10, 1934, and represents the balance due on a promissory note for \$192,828.80, alleged to have been executed and delivered by the defendant to the American-Oriental Banking Corp., of which he was president and director, on May 18, 1933.

On an overdraft account, Mr. Hough, in his second cause of action, claims \$89,504.28, alleged to be owing since May 24, 1935, which account carried an interest of 8 per cent per annum.

## PROMISSORY NOTE

The claim for U.S. \$5,000 against Mr. Walter Raven, who was assistant manager of the bank, is based on a promissory note which is

based on a promissory note which is alleged to have been executed by the defendant and delivered to the A.O.B.C. on March 1, 1935, and carried with it interest at the rate of 8 per cent per annum; costs are also asked for in the petition.

## OVERDRAFT OF \$29,887.91

The second action brought against Mr. W. Raven is a demand for the immediate payment of \$29,887.91, plus interest at the rate of 8 per cent per annum, in respect of certain sums of money which, it is claimed, were advanced to him by the bank on an overdraft account at various times up to May 24, 1935.

This brings the total number of actions by the liquidator of the three Raven companies against its officials up to seven, (three claims for \$135,000 each, having been filed with the court at the beginning of July, covering honoraria voted by the American-Oriental Banking Corp., the American-Oriental Finance Corp., and the Raven Trust Co. to Mr. F. J. Raven, president.

In figures, the claims against Mr. Raven are as follows:—  
On behalf of A.O.B.C. (honorarium) \$188,811.18  
A.O.F.C. (honorarium) 188,811.18  
Raven Trust Co. (honorarium) 188,811.18  
A.O.B.C. (promissory note) 120,818.22  
A.O.B.C. (overdraft acct.) 89,504.28

Total \$768,756.04

## NEWS SUMMARY

The funeral of the late Mr. Thomas Ignacio Gracias was held yesterday at the Roman Catholic Cemetery. The Rev. Father, M. Pileaga officiated at both the grave side and chapel. Page 7.

The sequel to an assault on two boys, who were attacked by a man with a chopper in the early hours of Sunday morning, had a sequel at the Central Magistracy yesterday when a Chinese male was charged with assault. The weapon used, was luckily rather blunt or else more serious injury would have been inflicted. Page 6.

A Chinese was remanded at the Kowloon Magistracy yesterday where he appeared before Mr. E. I. Wynne Jones on a charge of uttering a \$10 forged note at a tawdry shop in Yaumatei on Saturday.

Defendant did not take delivery of the wood, but accepted the \$9 charge for the amount of wood he purchased. Page 6.

Wrongful detention of a retired Chinese merchant named William Li Sue by Revenue Officer H. R. Major led to an apology being tendered by the Crown Solicitor, Mr. T. M. Hazlerigg, on the latter's behalf, at the Supreme Court before Mr. Justice Lindsell, Puisne Judge, yesterday. Page 7.

Charged with having carnal knowledge of an 11-year-old girl, Chan Mui, a barber named Tse Sang, 28, was remanded until Saturday by Mr. Wynne-Jones at the Kowloon Magistracy yesterday. Page 6.

Arrested on board the steamer Sui Sang, on which he had stowed away with the intention of going to Singapore, Ying Chung-ngok, 27, unemployed, was brought before Mr. Wynne-Jones at the Kowloon Magistracy yesterday and fined \$50, with the alternative of one month's hard labour. Page 6.

A Chinese film is to be screened at the Alhambra Theatre, Kowloon for the first time to-day. The Management stated that they have adopted this policy because of the difficulty in obtaining foreign films at reasonable rates. Page 7.

How a party of Revenue Officers surprised two smugglers in a boat in Shaikwan Harbour about 3 a.m. on Sunday, and seized 210 gallons of dutiable spirit and 120 lbs. of dutiable tobacco, was related by Revenue Officer Grimmit before Mr. W. Schenkel, at the Central Magistracy yesterday when Wong Kong-tai, boatman of No. 4 class boat 3978W, was charged with possession of the spirit and the tobacco. Page 6.

## EMPIRE POLO CUP

(Special Air Mail Service)

London, Aug. 8. England beat India by 8 goals to 6 in a match for the Prince of Wales Empire Cup at Hurlingham. India was represented by the Kashmir team, which included two Englishmen, to the exclusion of two members of the Jaipur side and the England team included only one member of the side which will play in America this autumn.

England played the better polo and led throughout. R. Tyrrell Martin was as sound and brilliant as No. 3 as he has been all this season and Capt. Fowler showed conclusively that he is the best No. 1 in England.

The attack was in the hands of these two players throughout and they scored 3 and 4 goals respectively, all of them earned by clever polo. Major Harrison showed all his cleverness in defence.

Kashmir are a trained side, but they looked more like a scratch one, losing cohesion whenever the pace became strong. Their game was redeemed from mediocrity only by a fine display in attack by Nawab Khuruj Jang and occasional dashes by Capt. Sangar.

England—Capt. E. J. Fowler, Capt. D. R. N. Hinde, Mr. E. H. Tyrrell Martin, Major J. F. Harrison.  
India—Nawab Khuruj Jang, Capt. C. T. J. Roark, Capt. P. B. Sangar, H.H. the Maharaja of Kashmir.

Three cases of enteric fever were reported to the Health Authorities for the 48 hours ended on Sunday.



# THE ITALO-ABYSSINIAN DISPUTE

## Egyptian Official Recalled From Leave

### EMPRESS MAKES AN APPEAL

Cairo, August 26. The British Inspector General of the Egyptian Army, General Scimms Baschi, has been recalled from his leave. This measure is linked here with rumours that the British Troops the Suez Canal Zone, including the Canal's southern exit, where only small detachments of troops have been concentrated so far, would shortly receive reinforcements.

The view generally held in political quarters here is that Britain, under no circumstances, would tolerate Italian control over the Lake Tsana district, and is determined to occupy this region before the Italians arrive, until an agreement is reached.

Political quarters here, furthermore, show an inclination to utilise the present situation for the settlement of disputes pending between Egypt and Britain, and are said to be prepared to offer British alliance if the latter will make certain concessions.—Transocean Kuo Min.

#### THE GENEVA TALKS

London, Aug. 26. Mr. Anthony Eden will represent Great Britain at the League Council meeting at Geneva on September 4. Sir Samuel Hoare will go to Geneva later and will attend the meetings of the League Assembly which will begin on September 10.—Reuter.

#### FOR MALTA

Gibraltar, Aug. 26. H.M.S. Glorious which was expected to stay here for a period of a month, sailed suddenly this morning for Malta.—Reuter.

#### MUSSOLINI'S THREAT

London, August 23. If sanctions are voted against Italy at Geneva, she will immediately leave the League of Nations, and whoever applies the sanctions against Italy will be met by Italy's armed hostility, declared Signor Benito Mussolini, the Italian Prime Minister and Dictator to-day in a statement of his views to the special correspondent of the "Daily Mail" Mr. G. Ward Price. The interview was published by the "Daily Mail" to-day.

Mr. Duce continued that if the League expanded a remote colonial campaign into a general European war which would open wide the door to every unsatisfied ambition on the Continent, or even throughout the world, costing tens of millions of lives, then upon the League the guilt would rest.

He would send a delegation to the League Council meeting on September 4, he said. The delegation would attend for the purpose of putting Italy's case before the Council. Their arguments would be supported by documents and photographs.

#### LEAVE WELL ALONE

Before the world, he advised other European nations to follow the example of the United States and leave Italy to fulfil her mission.

Pacifists were the worst enemies of peace, said Mussolini, for they wanted to spread into a world-wide conflict a colonial expedition whose purpose was the creation of order in a country where order never before had existed.

Mussolini said there was no chance of his changing his attitude unless Ethiopia gave in.

Italy had given too many proofs, from Locarno to Stresa, of her desire to co-operate to ensure peace of Europe, for her to be accused of wanting to put a match to the powder train. She would do nothing to set Europe by the ears, but others must have the same sense of responsibility, he declared.—Reuter.

#### ORDERS TO EVACUATE

(Special to "Hong Kong Daily Press")  
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 26, 7.30 p.m.)

Addis Ababa, August 26. The Italian Legation has advised the Italian nationals in Abyssinia to leave the country at the earliest possible moment. Although the British and French Legations have not yet issued a similar warning to the British and French residents, the former Legation has intimated to the British residents in provinces as well as the Scandinavian mission, that it is safer to come to the capital.—Transocean Kuo Min.

#### TROOPS FOR MALTA

London, August 26. The British India liner Neutralla, with 1200 troops aboard, sails from Southampton Saturday, or possibly sooner, for Malta. The troops are drawn from the Royal Artillery and Royal Engineers and the Royal Corps of Signals.

The War Office states that it intends bringing the fixed defences of Malta and Aden up to the limit of the establishments approved last year. The Neutralla, which has just returned from a Northern cruise, would normally not be used by the War Office until the troping season at the end of September, but received surprise orders during the week-end to prepare immediately to take troops to sea.—Reuter.

#### NEW AIRPORTS

(Special to "Hong Kong Daily Press")  
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 26, 7.30 p.m.)  
Rome, August 26. Six new airports and sixteen landing fields have been built in the Italian colony of Eritrea since January, according to an announcement made here, which declares that the total number of airports in Eritrea is now nine and that of landing fields, twenty five.—Transocean Kuo Min.

#### COMPLETE ACCORD

Paris, Aug. 25. Major Clement A. Attlee, Limehouse Labour M.P., is visiting Paris to discuss the Ethiopian crisis with French Socialists. He declares that British and French Labourites are in complete agreement with regard to the necessity for imposing immediate arbitration by the League of Nations upon Italy and Ethiopia and taking sanctions against the ultimate aggressor in Africa. The French Socialists are suggesting that "Maxim Litvinoff, the Russian Commissar for Foreign Affairs and President of the League Council, should make a decisive move regarding the problem of arbitration.—Reuter.

#### TO REMAIN NEUTRAL

(Special to "Hong Kong Daily Press")  
(Copyright, 1935)  
Madrid, Aug. 26. There is absolutely no occasion for Spain to be tied to the skirts of "the so called" League of Nations, says the Madrid paper "Informaciones," while enlarging on the view point generally held in Spain that she ought to maintain absolute neutrality in the event of an armed conflict between Italy and Abyssinia.

Spain, continues the paper, should not participate in any sanctions which allegedly England contemplates proposing, there being no reason why she should act to the detriment of her commerce, by obeying the injunction not to deliver coal or iron to any of the warring states.

In this connection, the paper points out that during the World War, Spain supplied England with coal without being accused of an infringement of neutrality.—Transocean Kuo Min.

#### SLEEPING SICKNESS

Tokyo, Aug. 26. A serious outbreak of sleeping sickness, which has stricken 111 persons already, nearly half of whom have died, is causing much concern on the part of health authorities.—Reuter.

## MORE TROOPS

### Frontier Defence System

(Special to "Hong Kong Daily Press")  
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 26, 4.30 p.m.)

Paris, August 25. The new recruiting law has at last enabled France to put enough troops into the Eastern frontier defence system, where the garrison has previously been dangerously below the strength required—this being the essence of a speech made by the Deputy President of the Chambers Defence Committee, M. Montmedy.

"While the frontier population last year had good reason to complain over the insufficient protection of the French Eastern frontiers," Montmedy declared, "the situation was now fortunately different, thanks to the new recruiting law."

The French Army has now been enabled to close the frontiers against any invasion, and guarantee the inviolability of French soil.—Transocean Kuo Min.

## TO ATTEMPT RESCUE

### Gallant Offer

(Special to "Hong Kong Daily Press")  
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 26, 7.30 p.m.)

Copenhagen, August 26. A daring attempt to rescue the four members of the "Nanok," the company whose motor boat is blocked in ice in the East coast of Greenland, 350 kilometres from Scoresby Sound, will be made by a hydroplane of the Danish Navy. The plane which is piloted by two officers, will leave Copenhagen to-day for the Faroe Islands, from where they will continue via Iceland to Scoresby Sound.

The situation of the four men in the motorboat is declared to be desperate, since fierce storms are raging over the ice, and the radio telegraphist of the little party is seriously ill. The hydroplane officers volunteered for the rescue.—Transocean Kuo Min.

#### Addis Ababa, Aug. 26.

An appeal to the women of the world to join her in her prayers for peace was uttered by the Empress of Ethiopia when she gave Reuter's correspondent her first audience since the ending of her sixteen-day fast and prayers prescribed by the Abyssinian Christian calendar.—Reuter.

## U. S. SILVER POLICY

### Action Demanded

Washington, Aug. 25. Silver will be made an early issue at the next session of Congress as a result of the introduction of a resolution by Senator Elmer Thomas which calls upon the Treasury "to proceed immediately" with the Government's silver policy.

Senator Thomas said to-day that he would press for action on his resolution at the next session of Congress, which commences January 3. The resolution demands continuance of the United States Treasury's silver purchases until a 25-75 silver-gold coverage ratio is reached or until the price of the metal has been forced up to \$1.29 per ounce. Once the price has reached that level, Senator Thomas proposes, it should be established there by "the free sale and purchase of silver" at that price.—Reuter.

#### A FISH STORY

Berlin, Aug. 25. The biggest shark ever caught in the North Sea has been brought to Westmunde by a trawler. The creature is five tons in length, and a supper of 500 pounds of herring was found in its stomach.—Reuter.

## RELATIONS TO BE SEVERED?

### U. S. Note To Moscow

New York, Aug. 26.

A threat that diplomatic relations may be withdrawn is the way some newspapers regard the United States Note to Soviet Russia, protesting against the attempts at interference involving the interests of internal affairs of the United States in connection with the Congress of the Communist Internationale at Moscow.

The State Department has up till now remained silent, but according to the New York Times, officials have been privately warned against regarding the Note as the prelude to the suspension of diplomatic relations.—Reuter.

#### SILVER MARKET

(From Our Own Correspondent)  
London, August 26. London silver prices to-day were down 1/8 as follows:—  
Aug. 26 - Aug. 25  
Spot ..... 29-1/8 29  
Forward ..... 29-1/8 29

London on New York cross-rate at 2 p.m. to-day was 49788 as compared with 49758 at closing on Saturday.

## STRONG PROTEST LODGED

### Pledge Ignored

Washington, Aug. 25. The United States has lodged a strong protest with the Soviet Government against activities involving interference with the internal affairs of the United States. The protest is made in connection with the seventh Congress of the Communist International at Moscow, at which plans for world revolution still go forward.

The American note declares that the aims of the Communist International and the proceedings at the Congress constitute a flagrant violation of the pledge given by the Russian Government to the United States. This pledge was that the Soviet would not permit the formation or residence of activity within Russia of any group aiming at the overthrow or forcible change of the political or social order in the United States. This pledge, says the note, has been ignored.—Reuter.

## TO PROTECT LABOUR

### President Seeks Legislation

Washington, Aug. 25. President Roosevelt, in a letter to Senator Pat Harrison, Chairman of the Senate Finance Committee, and Mr. Robert L. Doughton, Chairman of the House Ways and Means Committee, has urged preparation for legislation for the next session "preserving permanently to the nation such social and economic advantages as were gained through previous emergency enactments," including the N.R.A.

President Roosevelt declared that since the invalidation of the N.R.A. by the Supreme Court, investigation had disclosed that despite the praiseworthy efforts of many employers to maintain the standards of employment, there had been indications of a tendency towards serious impairment of the established standards by a minority. The President sent data substantiating this conclusion and asked the Committees to analyze during the Congressional recess the information collected by the N.R.A.

He suggested that the Committees meet in the autumn for hearings for the formulation of the proposed legislation. "This," he wrote, "will enable you to offer at the opening of the coming session a well balanced programme of Congressional action."—Reuter.

## PEASANTS UP IN ARMS

### Protection Sought

(Special to "Hong Kong Daily Press")  
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 26, 4.30 p.m.)

Paris, August 26. That the French peasants will take the law into their own hands unless the Government takes measures for the increase of the price of agricultural products before September 15, was the announcement made in a resolution passed by the meeting of an organisation for safe-guarding the French Agrarian interests, at Rouen on Sunday, which was attended by some 25,000 peasants from all the French provinces.

One of the "self help" measures that may be taken by the peasants if the Government is unwilling to pass the necessary laws, will be the closure of the frontiers against importation of agricultural products from abroad. A peasants' formation may be recruited whose task would be to prevent foreign products from entering the country.—Transocean Kuo Min.

#### BODIES RECOVERED

(Special to "Hong Kong Daily Press")  
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 26, 4.30 p.m.)

Berlin, August 26. The first bodies of the victims of the tunnel collapse disaster at the new Berlin north to south underground railway, have been found at last by the salvage squads after several days of effort. Three dead have already been brought to the surface while the body of the fourth victim has not yet been unearthed from the wreckage, after having been located.

Chancellor Hitler yesterday paid a visit to the scene of the accident, shortly after having returned from Berlin, and was informed of the progress of the salvage work as well as the outcome of the inquiries into the causes of the disaster, and the measures taken for the relief of the victims' families.—Transocean Kuo Min.

#### CRISIS AVERTED

(Special to "Hong Kong Daily Press")  
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, August 26, 7.30 p.m.)

Belgrade, August 26. The partial cabinet crisis caused by the resignation of three members of the cabinet, has now been ended. The resigning ministers posts have been filled as follows:—  
Minister of Justice, M. Mile Miskulin.  
Minister of Social Affairs, M. Mirko Komnenovitch.  
Minister of Forestry and Mining, M. Jankovitch.

The latter two ministers were respectively, the Ministers of Education and the Minister without portfolio.—Transocean Kuo Min.

#### TREASURY BONDS

Washington, Aug. 25. The Treasury Department announced to-day that it would offer \$100,000,000 one-and-half per cent. fully guaranteed Federal Farm Mortgage Corporation bonds to the highest bidder. The bonds will be dated September 3, 1935, and will mature September 1, 1939, but will not be callable for redemption until the date of maturity.—Reuter.

#### CALL OVER FOR ST. LEGER

London, Aug. 26. The call-over for the St. Leger resulted as follows:—  
Babram, 8/4 t; 8/1 o;  
Field Trial, o 10/1;  
Plassey, 1 and o 100/8;  
Halsan, o 100/7;  
Solary, o 100/8 t; 100/7;  
Assignment, 100/8;  
Fairtrial, o 10/1;  
Sea Breeze, 1 100/8;  
Fair Trial, 1 25/1;  
Porter, 1 25/1; and  
Fighting, 25/10.

# Gordon's GIN



THE HEART OF A GOOD COCKTAIL

## LAST MINUTE TUSSE

### Delays Adjournment

Washington, Aug. 25. An unprecedented last-minute tussle between the Senate and the House of Representatives has postponed the adjournment of Congress just as it seemed that eleventh-hour efforts to pass all important legislation before the holiday would be successful.

Early on Sunday, the adjournment resolution was returned to the Senate only a few minutes before Congress would have automatically adjourned. The Senate rescinded the resolution and went into recess until Monday.

The hitch arose over the Senate's decision to allow cotton growers a twelve-cent loan, contrary to the Administration's wishes and to institute a new wheat loan on a basis of ninety cents as amendments to the Deficiency Bill.

Congress, however, has passed several important Bills, including the amended Utilities Bill, providing a modified death sentence on utility holding companies; the "Soak the Rich" Bill, increasing estate income taxes and levying an excess profit tax, as well as increasing the individual surtax; and has also ratified the Dallas Oil Compact, whereby the oil-producing States agree to limit production of crude oil; and Liquor Control Bill, establishing a new Alcohol Commission under the control of the Treasury.—Reuter.

## NEW PORT OF BANGKOK

Bangkok, Aug. 18.

A special Siam Government Gazette issued this month contains a Royal Decree setting forth the boundaries of the land to be taken over by the State to form the new port of Bangkok. It is thought well to establish this port in Bangkok on the east bank of the Chao Phya river to facilitate the transport of goods and thus promote commerce and communications. The decree is now in force, and it is the business of the Ministry of Economics to take over the land. This is to be done in accordance with Section 6 of the Law of BE. 2477 dealing with land expropriation.

The communes affected are three in amphur Ban Tawai and three in amphur Phra Kanong. The northern boundary begins from Hlow Wat Lum to the Menam station, after which it goes up along the railway line of Jom Noi to the point where it meets the Paknam railway line. Thereafter it follows the Paknam railway line to Klong Phra Kanong. FIVE-YEAR PERIOD. The eastern boundary begins from Klong Phra Kanong to Bang Chak station of the Paknam Railway. The southern boundary runs along the Menam Chao Phya from Bang Chak station to the mouth of Klong Wat Chong. The western boundary extends

## CABLE NEWS IN BRIEF

Peiping, Aug. 26.—The official Japanese Military spokesman states that the negotiations which have been going on here for sometime between the Puppet Regime and North China for the establishment of an air line between the Puppet Regime and Peiping have arrived at a deadlock.—Reuter.

Nanking, Aug. 26.—In response to a telegraphic summons from Wang Ching-wei, Wan Hsin-min, accompanied by his wife and two daughters arrived from Peiping this morning to discuss North China affairs.—Reuter.

Nanking, Aug. 26.—When Wang Hsin-min arrived here he was met by a number of Pressmen and in an interview the visitor said that after spending a few days here he will be proceeding to Mokanshan to see Huang Fu regarding the Liu Tso-chow murder. He added that since the principal culprit has been apprehended, no further complications are likely to arise with the Japanese authorities.—Reuter.

Bombay, Aug. 26.—In connection with the recent threatened crisis in the silver market, the President of the Bullion Exchange states that to-day's silver settlement, amounting to two crores of rupees, passed off smoothly.—Reuter.

Vienna, Aug. 26.—Seven were killed and twenty six other were seriously injured when the express train on the Vienna-Gratz line ran into a crowded motor bus at an unprotected grade crossing near Leobersdorf.—Transocean Kuo Min.

#### EASY WIN FOR ESSEX

London, August 26. Essex made short work of their County Championship fixture against Glamorgan which commenced at Neath on Saturday. They won easily by an innings and 92 runs, the scores being:—  
Essex, 1st innings ..... 238  
Glamorgan, 1st innings ..... 43  
Essex, 2nd innings ..... 101  
(P. Smith 6/58)  
Reuter.

#### NEW ITALIAN ADVISER

Shanghai, Aug. 26. Colonel Silvio Scaroni, the famous Italian war ace, who flew Mussolini's gift plane from Rome to Shanghai, has been appointed chief Italian adviser to the Chinese Government, succeeding General Lordi, who sailed for Dalrem on the Hoken Maru yesterday en route for Italy, as he has been recalled for service in Africa.—Reuter.

From Klong Wat Chong to Hlow Wat Lum. A map is attached to this Royal Decree, and the Royal Decree itself is to be applied for a period of five years from the date of its appearance in the Gazette.



## THE CHAMPIONSHIP RACE

### Yorkshire's Great Recovery

(Special Air Mail Service)

London, August 25.

There were great years when the result of a match between Surrey and Nottinghamshire decided the championship. Those times are long past, but the meeting of the old rivals retains some of its ancient glamour, and people journey many miles to see it. All this was proved again yesterday, for there was a big crowd in spite of weather that threatened rain.

Yet, some of the old glamour was absent. For long periods the game was carried on in silence, and even when the batting was dull—and at times it was very dull—the voice of the barracker was seldom heard. Men, and even boys, yawned instead of splitting the atmosphere with ironical cheers. And yet there are people who say that the younger generation have no manners!

In spite of their dull periods, Nottinghamshire reached a total of 345 for eight wickets, which is about the average rate of scoring for any county match. Nevertheless, it was passing strange to see bowling, which had been hit as if it were schoolboy toss by Kent and the South Africans only a few days before so politely treated.

It was this force of contrast, perhaps, which made the Nottinghamshire batting appear less entertaining than it actually was.

#### LAUGHINGLY ERRATIC

The Surrey bowling had its curiosities. A good deal of it was wide of the off-stump, a policy which does not win success against batsmen of discretion, and the man who brought salvation to the side when things were at their worst was P. G. H. Fender, who was at times almost laughably erratic, but who still has a brain behind his arm.

The Surrey team had an unfamiliar appearance. Gregory, Squires, and Watts of the men who have played most frequently this season, were away. To fill their places, Parker and Wilson, two of the county's biggest disappointments, were brought back to the side, and H. T. Bartlett, the Cambridge Blue, who played for Surrey once last season, was given a place. Nottinghamshire were without Gunn, who is suffering from mumps of all things! The game had lasted only half-an-hour, with a discreet 22 produced by Keeton and Harris, when that drizzle, which first-class cricketers call heavy rain, stopped the game for fifteen minutes. It was an unfortunate interval for Nottinghamshire. The slight dampness made the ball skid off the ground for a time, and with his first ball Governor got Keeton caught at the wicket of a stroke that invited trouble.

#### MISS GEM HOACHING

Wins Schoolgirls' Tennis Title

(Special Air Mail Service)

London, Aug. 25.

A girl who is just too old to enter for the 1935 junior championships, and another who is still too young, reached the final of the school girls' lawn tennis tournament at Queen's Club to-day. The younger finalist is Miss Gem Hoaching of Twickenham, aged 14 and 4ft. 6in. short; the older Miss Daphne Rowe, the 1934 junior champion, aged 17 and 5ft. 8in.

Each had to struggle for three sets—Miss Hoaching for one and a half and Miss Rowe for two hours—no very good preparation for their final later in the day.

Miss Hoaching's victory by 4-6, 6-3, 6-1, was over Miss A. Cardinall, of St. Paul's School, a head taller than herself and a year or two older. But there is lawn tennis genius in the Chinese girl.

In the opening set Miss Cardinall was hitting hard and led nearly all the way. In the second, apparently beginning to tire, she sent over many high bouncers which 4ft. 6in. found difficult to surmount. But when a ball of "table" height came her way Miss Hoaching threw all her six stones into the stroke, and achieved not only astonishing pace from so diminutive a source, but accuracy and variety of direction as well.

#### TIRELESS MISS HOACHING

In the third set, Miss Cardinall's game dropped sadly through, and she was out in 12 minutes.

#### FOOTBALL ASSOCIATION MONTHLY MEETING

A Council meeting of the Hong Kong Football Association will be held in the Association Offices, at 5.30 p.m. on Monday, September 2, when the following business will be discussed:—  
To confirm Minutes of Council Meeting No. 1.  
To receive Minutes of League Management Committee Meeting Nos. 1/3.  
To receive Minutes of Referees' Committee Meeting No. 1.  
To confirm August Accounts and pass bills.  
Any other business.

After she lost the first game the Chinese girl reeled off the next six.

Miss Rowe, of the hard-hitting forehead, whose enjoyment of the game perhaps interferes with her concentration, had to play almost an extra hour because she missed three match points in the second set.

Her very friendly struggle with B. Johnson, of St. James's School, went on and on, with the result that when 5—all was called in the final set I believe I heard a hard-working ball boy near me murmur "Oh Lor."

Miss Johnson, nearly two years the younger girl, hit nearly as hard as her senior and brought more subtlety into her game. She actually led 6-5 in the final set before Miss Rowe scrambled home at 12-10, 6-3, 8-6.

In the final Miss Gem Hoaching beat Miss Daphne Rowe, 6-2, 6-3.

## U. S. BASEBALL

### Cardinals Win

New York, Aug. 25. The New York Giants' Baseball outfit in the National League, is now only two games ahead of the St. Louis Cardinals, who won a double header from the Dodgers to-day while the Giants went down in a single contest to the Cubs.

The Pirates also won the matches to-day beating the Braves in a double header, comfortably in the first and narrowly in the second.

Honours in the double header between the New York Yankees and the Chicago White Sox in the American League were shared and as Detroit Tigers won from the Athletics, the leaders increased their advantage slightly.

Boston Red Sox and St. Louis Browns both down double headers, the former at the expense of the Cleveland Indians and the latter against the Washington Senators.

Results of to-day's matches as cabled by Reuter follow:

#### AMERICAN LEAGUE

New York, mfwyp hrdl

	R	H	E
New York	3	3	1
Chicago	6	11	1

New York 6 12 2  
Chicago 1 7 2  
(Lou Gehrig scored a home run for the Yankees.)

Boston 5 12 3  
Cleveland 4 7 0

Boston 8 17 1  
Cleveland 2 7 3

Philadelphia 3 8 0  
Detroit 6 13 4  
(Higgins scored a home run for the Athletics.)

Washington 2 12 1  
St. Louis 3 9 0

Washington 6 9 0  
St. Louis 7 9 1

#### NATIONAL LEAGUE

New York, mfwyp hrdl

	R	H	E
Chicago	5	8	1
New York	4	11	1

(Melvin Ott scored a home run for the Giants.)

St. Louis 10 13 2  
Brooklyn 3 10 2  
(Jim Collins scored a home run for the Cardinals.)

St. Louis 6 11 1  
Brooklyn 1 8 0

Pittsburgh 9 12 2  
Boston 2 6 1

Pittsburgh 6 13 3  
Boston 5 10 2  
(Young scored a home run for the Pirates.)

Cincinnati 10 12 4  
Philadelphia 12 10 1  
(Herman scored a home run for the Reds.)

The following have been chosen to represent the Hong Kong Electric Recreation Club in their Bowls League match against the Royal Hong Kong Yacht Club on Saturday, August 31st, 1935, at 3.30 p.m. at the Ming Yuen ground.

R. C. Butler, V. Sorby, G. T. Padgett, L. de Rome (Skip); W. Stoker, H. S. McKay, J. Sloan, W. Muskett (Skip); A. P. Tarbuck, J. F. Barron, J. G. Haigh, A. Webster (Skip).  
Reserves: J. L. King and H. S. Jones.

#### SAYINGS OF THE WEEK

I cannot shut my eyes to what I hear.—Mr. Justice Lewis.  
Freud was a talented fellow. He was even gifted. But he wrote, among good things, much that was trivial, nonsense. Yes, nonsense.—Professor Pavlov.  
If you have not got taste in music you had better commit suicide.—Professor P. C. Buck.  
All my plays are masterpieces except the last one. They always were.—Mr. Bernard Shaw.  
I am accustomed to use the whip to educate.—Herr Julius Streicher.  
The soul is a gentleman whose acquaintance most people have no desire to make.—Dean Inge.  
It is when I see the soft face and the steel hair of the man who really made the big push in the Putty Crisis that I turn away with a silent tear.—Mr. G. K. Chesterton.  
The meeting was not a big affair—a couple of hundred colour-ed people, and perhaps fifty white. But I have never seen an "affair".

## SCHOOL BOYS' BOWLING FEAT

### 7 Wickets For 41 Runs

Singapore, Aug. 19. The three-day cricket fixture between the S.C.C. and the Combined Schools on the Padang ended in a draw yesterday.

At the end of the hour's play on Friday, the Combined Schools, who took first knock, had 57 runs for the loss of four wickets.

Unfortunately no play was possible on Saturday owing to the rain and resuming their innings the Combined carried their score to 104. R. Thoy top-scoring with 37 while his school mate, W. Ferguson contributed a useful 29.

Against the bowling of Watts and Sundram, who bowled unchanged, the S.C.C. collapsed in the first innings and were bundled out for a meagre 53, Sundram accounting for seven wickets at two runs apiece.

In all he bowled 112 overs, five of which were maidens. Pearce was the only man on his side to reach double figures.

The Combined Schools knocked up 94 for eight wickets and declared their innings closed, A. Pennetfather scoring 31 and A. Watts 27.

Left with 145 to win, the S.C.C. commenced their second innings but disaster befell them from the start and five wickets were down with 30 on the board. H. Gibson and Pearce in partnership, however, played out time. Pearce's score being 35.

The following are the scores and bowling analyses:

Combined School—1st Innings  
J. Ferguson, c Exley, b Whittington 5  
G. Clarke, c Whittington, b Holt 37  
R. Thoy, c Exley, b Holt 37  
A. Watts run out 2  
A. Pennetfather, c and b Holt 12  
W. Ferguson, b Holt 29  
S. Sundram, c Pearce, b Wheeler 0  
J. Weber, b Wheeler 0  
Lingam, b Wheeler 0  
R. Cordeiro, not out 3  
P. Donough, b Wheeler 4  
Extras 4

Total 104

Bowling:—Holt, four for 34; Whittington, one for 19; Ashworth, none for 11; Mitchell, none for 13; Wheeler, four for 11; Leonard, none for 0; Pearce, none for 13.

S.C.C.—1st Innings  
R. A. Ashworth, b Watts 4  
P. F. H. Pearce, b Sundram 10  
R. F. W. Leonard, b Sundram 5  
J. E. C. Mitchell, b Sundram 6  
P. O'Neill Dunne, b Watts 8  
G. E. C. Ash, b Sundram 1  
H. Gibson, b Watts 3  
G. H. Whittington, b Sundram 3  
J. H. Wheeler, c Weber, b Sundram 1  
H. A. Exley, not out 2  
P. W. Holt, b Sundram 5  
Extras 5

Total 53

Bowling:—Watts, three for 34; Sundram, seven for 14.

Combined Schools—2nd Innings  
J. Ferguson, c Pearce, b Wheeler 4  
R. Thoy, c Wheeler, Whittington 8  
G. Clarke, b Leonard 27  
A. Watts, b Holt 27  
W. Ferguson, b Leonard 0  
A. Pennetfather, b Wheeler 31  
R. Donough, run out 3  
S. Sundram, b Holt 8  
G. Weber, not out 1  
Extras 3

Total (for 8 wks. decl.) 94

K. Lingam and R. Cordeiro did not bat.

Bowling:—Holt, two for 40; Wheeler, two for 22; Whittington, none for 13; Leonard, two for 15; Ashworth, none for 2.

S.C.C.—2nd Innings  
R. A. Ashworth, c and b Sundram 0  
P. F. H. Pearce, not out 35  
R. F. W. Leonard, b Watts 8  
J. E. C. Mitchell, b W. Sundram 0  
P. O'Neill Dunne, b Watts 4  
G. E. C. Ash, b Weber 3  
H. Gibson, not out 6  
Extras 10

Total (for 5 wks.) 58

Bowling:—Sundram, two for 18; Watts, two for 21; Pennetfather, none for 3; Weber, one for 4.

Han's meeting which impressed me as so significant an omen for the little gathering in the Park Road street, called to build support for the Emperor of Abyssinia, Mr. Kingsley Martin.

## CRICKET

### Sussex In Trouble

(Special Air Mail Service)

Sussex have lately developed the habit of winning matches and of decaying in the championship table, thanks to some obscure mathematical law in the process, but at the close of play yesterday at Hove it was improbable that they would beat Derbyshire, since Derbyshire had scored 132 runs for four wickets in reply to a total by Sussex of 184. The day was bright and sunny and a large crowd watched the play.

The wicket at Hove at this time of the year has a way of behaving oddly during the first hour's play, and Derbyshire have just the right bowlers to take advantage of such a circumstance. Copson and the two Pops, all just over medium in pace, attacked with venom, concentration, and purpose and three Sussex wickets fell for 36 runs.

Parks was out to the second ball of the day, bowled by a ball from Copson, which beat him thoroughly and touched his pads on the way to the stumps. John Langridge made 11 and then was caught at the wicket off a ball from G. Pope that rose up at him, and at 35 Cox played back at a ball to which he might have played forward and was bowled.

A. Melville had meanwhile been batting as though the pitch and the bowling had been made to his express order (there was grace and certainly even when he made a stroke which had no more militant intention than that of keeping the ball out of his wicket), and, with James Langridge as his partner, it seemed that Sussex, after all, would make a respectable score. Melville hooked Copson for 4, and when Mitchell came on at the end opposite to this he drove him with firmness and elegance to the boundary. Mitchell, however, worried Langridge considerably, and at 93 he had him well caught by Worthington, at silly mid-on.

#### SHANGHAI AQUATIC

Shanghai, August 20.

At a meeting of the Shanghai Amateur Swimming Association held at the Rowing Club last evening, it was decided that in the event of the Y.M.C.A. "A" team defeating the C.S.F. team in the water polo league match this evening, and thus tying with the Rowing Club "A" for the Ewo Trophy, the match for the decision of championship is to be played at the Cercle Sportif Francaise Gala on August 31.

#### SWIMMING ENTRIES ANNOUNCED

Entries for the Swimming Gala and Championships of the Shanghai Rowing Club were announced yesterday. It was also announced that the heats for the 100 yards back-stroke, and the 100 yards free style (juniors) will be held to-morrow at 6 p.m., the announcement stressing that all competitors for these events must be present for the heats.

The detailed entries follow:—220 yards free style (men):—N. G. Hammond, E. Farmer, A. Logan.

100 yards free style (juniors):—R. Roach, B. Williams, C. Smith, T. Britton, S. Starkovsky, B. Deitz, A. Gravitoff.

100 yards back-stroke (men):—K. Yee-ming, Chau Shui-kam, W. Wagner, E. McAllister, H. P. Borens, L. Smith, N. G. Hammond.

50 yards free style (women):—W. Donnelly, J. Cannon, S. Karas.

#### OLD MONEYLENDERS' CUSTOM

Shanghai, August 20.

Reference to a well-known custom of Indian money-lenders—that of forcing their clients to sign promissory notes for double the amount of the loan, in order to cover themselves in the event of Court proceedings—was made by R. F. Garcia when sued in H. M. Supreme Court yesterday, by Chaur Singh, who claimed \$800 on a note signed jointly by Garcia and a Chinese named Dang.

Chaur Singh tried to bring in the subject of a police court case the fact that Garcia recently was which was dismissed but this was disallowed by Judge P. Grant Jones, who remarked:—"We may all have criminal charges brought against us, however innocent we may be."

Garcia said he and Dang signed the note on November 6, 1934, for \$400, receiving \$300. On November 25, he paid 10 per cent. interest on \$300, and had not paid anything since.

Judgment was entered for the plaintiff for \$300, \$45 for interest, and \$14 Court costs.

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S.S. SAAL ... Aug. 29th to Genoa, Marseilles, Casablanca, Antwerp, Lisbon, R'dam, Hamburg & Bremen.  
S.S. NECKAR ... Sept. 14th to Genoa, Marseilles, Oran, Casablanca, Rotterdam, Hamburg & Bremen.

**ARRIVALS FROM EUROPE**  
S.S. Oder ... Sept. 5th ... S.S. Trier ... Sept. 29th  
S.S. Trave ... Sept. 13th ... S.S. Donau ... Oct. 17th

**HONGKONG/SOUTH SEA ISLANDS SERVICE.**  
S.S. BREMERHAVEN ... 27th Aug. to Salomons, Lae, Rabaul, Tulagi, etc.  
S.S. FRIDERUN ... 1st Oct. to Madang, Salomons, Rabaul, etc.  
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### H. K. STOCK EXCHANGE

#### SATURDAY'S OFFICIAL QUOTATIONS

There was very little business done to-day, although rates keep very steady with a small demand for Insurances. Unions being put through at \$385. Cantons and Hong Kong Fires could be placed at current rates.

#### BUYERS

Hotels, \$34.  
Star Ferries, \$78.  
Singapore Trac. (Pref) 22/6  
Dairy Farms, \$154.  
Watsons, \$3.10.  
Govt 4% Loan, 6 1/2% Prem.  
Govt 3 1/2% Loan, 2% Prem.

#### SELLERS

China Lights, \$3.40.  
Sandakan Lights, \$3.

#### SALES

H.K. Docks, \$94.  
Electricity, \$59.

### THE EXCHANGE MARKET

#### MESSRS. ROZA BROS

Silver prices were lowered over the week-end to the extent of 5/16 for Ready and 1/4 for Forward, the quotations being 29 1/2 for both deliveries. Silver advances reported China as having operated both ways. India and speculators sold. The market was dull.

In America the rate was 1/8 lower at 85 1/2.  
The London/New York cross-rate was slightly lower at 49 1/4 and the New York/London rate was 1/8 lower at 49 1/4.

#### Market

Opened with indications of easiness but at the lower level sellers were in evidence and the market steadied up, closing at 1 p.m. on the steady side. Business was slack.

#### Merchandise

Opened with buyers at 2/0 with a small business reported at 1/11 15/16 for September delivery. The selling rate then receded to 1/11 and after a short period offers at 1/11 15/16 were accepted for October delivery followed by transactions at 2/0 for October and September. The market closed at 1 p.m. with sellers at 1/11 15/16 for August/September and 2/0 for October/December. Buyers at 2/0 for August/September and 2/0 1/16 for October/December.

#### U.S. Dollars

Business was done at 49 1/2 and later at 49 11/16 for September delivery. The market closed at 1 p.m. with sellers at 49 11/16 for August/September and buyers at 49 1/2 for August/September.

#### Shanghai Dollars

Sellers were quoted at 133 for near delivery.

#### Shanghai Market

Quiet. Sellers were indicated at 1/5 15/16 for near delivery. U.S. Dollars—opened with sellers at 37 3/16 for spot and closed at 37 1/2 for spot.

#### IN THE AFTERNOON

The market was easier in the afternoon owing to some demand.

#### Merchandise

Business was done at 1/11 15/16 for near and forward. Towards the close 1/11 1/2 was also arranged for cash and September finishing with sellers at 1/11 1/2 for August/October, buyers at 1/11 15/16 for August/November.

### H.K. SHAREBROKERS' ASSOCIATION

#### BUYERS

Douglases, \$35.  
Steamboats, \$31.  
Antamoks, 76 cts.  
Baguio Gold, 24 cts.  
Beng Explorations, 11 cts.  
Big Wedge, 104 cts.  
Belacots, 12 cts.  
United Paracales, 31 cts.  
Vens Goldfields, \$2.10.  
Providents, (old), 50 cts.  
H. K. Docks, \$78.  
Star Ferries, \$9.  
Canton Ice, \$11.  
Dairy Farms, 15.00.  
Watsons, \$3.05.  
Govt Loan 3 1/2%, 2%  
Vibro Piling, \$3.

#### SELLERS

Antamoks, 77 cts.  
Cement, \$3.

#### SALES

Electricity, \$59.  
Telephones (old), \$20.45.

### LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

	August 22	August 24
Paris	85 5/64	75 7/64
Geneva	15.21	15.22 1/2
Berlin	12.34	12.36
Athens	518 S.	
Milan	60 9/16	60 9/16
Shanghai		1/5 15/16
New York	4.97 11/16	4.97 1/2
Amsterdam	7.33 1/2	7.34
Vienna		
Prague	119 1/2	119 1/2
Bucharest	626 S.	
Madrid	36 7/32	
Lisbon		
Hong Kong	1/11 1/2	2/- 5/16
Brussels	29.49	29.50
Montevideo		39 1/2 S.O.
Belgrade		
Monreal	4.98 1/2	4.98 1/2
Yokohama		
Helsingfors		
Rio		
Buenos Aires		
Silver (Spot)	29	29 1/2
Silver (forward)	28 13/16	29 1/2
War Loan	3 1/2 105 1/2	

#### Closing Quotations

August 26, 1935.		On NEW YORK:—
On LONDON:—		Bank Bills, on demand 48
Telegraphic Transfer...	} 11 1/2	Credits, 60 days' sight. 51
Bank Bills, on demand		On BATAVIA:—
Bank Bills, 4 months'		On demand ..... 72
Light .....		On PARIS:—
Credits, four months'	1 1/2	Bank Bills, on demand 74
night .....	2 1/2	Credits, 4 month's sight 74
On SHANGHAI:—		On SAIGON:—
On Demand .....	32	On demand ..... 74
On SINGAPORE:—		On MANILA:—
On Demand .....	43	On demand ..... 80
On JAPAN:—		On BANGKOK:—
On Demand .....	167	On demand ..... 80
On INDIA:—		SOVEREIGNS' Bank Buying
Telegraphic Transfer...	} 131	Rate .....
Bank, on demand.....		BAR SILVER, PER OZ. ....

### CANTON SILK MARKET

The Kwangtung Raw Silk Testing Bureau, Department of Reconstruction, Canton, China reports the following:—

#### Canton Quotations

August 23.  
Extra O.S. 13/15 H.K. \$410N.  
Small Extra O.S. 13/15 H.K. \$380N.  
Crack N.S. 14/16 H.K. \$325N.  
Extra Extra 20/22 H.K. \$285P.  
Waste N.S. Open H.K. \$68N.

#### Yokohama Quotations

August 24  
Opening  
Spot ... Yen 782  
Bourse 6 months ... Yen 698

#### New York Quotations

August 23.  
Sept. ... 1.88 ... 1.88  
December ... 1.59 1/2 ... 1.59 1/2  
March ... 1.59 1/2 ... 1.59 1/2  
New York Quotations are obtained through Courtesy of Messrs. Swan, Culbertson & Fritz.

### SINGAPORE RAW RUBBER

#### Latest Singapore Prices

#### BENJAMIN & POTTS

Messrs. Benjamin and Potts have received the following Straits currency quotations (buyers) from Singapore Saturday for Raw Rubber:—

	19 1/2 cts. off	1 ct.
Spot	19 1/2 cts. off	1 ct.
September	19 1/2 cts. off	1 ct.
Oct./Dec.	19 1/2 cts. off	1 ct.
Jan./Mar.	20 1/2 cts. off	1 ct.
Market—Dull.		

#### H. R. JOSEPH & CO.

Messrs. H. R. Joseph & Co. received the following Straits currency quotations from Singapore for Raw Rubber:—

	Buyers	Sellers
Spot	19 1/2 down	19 1/2
Oct./Dec.	19 1/2 down	20 1/2
Jan./Mar.	20 1/2 down	20 1/2
Apr./June	21 1/2 Un.	21 1/2
Market—Nominal.		

### SHIPPING MOVEMENTS

The steam ship "Talma" will leave Amoy for this port on the 28th instant, and is due here on the 29th instant.

The B.I. steam ship "Talma" will leave for Singapore, Port Swettenham, Penang, Rangoon and Calcutta on or about Friday, 30th August, 1935, at 3 p.m.

The Blue Funnel steam ship "Sarpedon" will arrive from Shanghai to-day.

The Blue Funnel steam ship "Laomedon" will arrive from Shanghai to-morrow.

The Blue Funnel steam ship "Memphis" will arrive from Singapore on 30th August, 1935.

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### FIRST CLASS SPECIAL SUMMER ROUND TRIP FARES

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#### CONSIGNEE NOTICES.

#### NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
OSUNA MUTUAL STEAM  
NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel  
"TELESTAS"  
FROM UNITED KINGDOM  
VIA SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th Aug. Optional cargo will not be given here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd S. pl., will be subject to rent. All claims against the Steamer must be presented to the undersigned on or before the 16th Sept., 1935, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

#### PRINCE LINE.

#### NOTICE TO CONSIGNEES.

FROM  
NEW YORK AND LOS ANGELES

#### THE Motor Vessel "CHINESE PRINCE"

having arrived from the above Ports on 24th Aug., Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense. All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on Friday, 28th Aug., 1935, at 10 a.m. All Claims must be presented within 16 Days of the vessel's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 31st Aug., 1935, will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by FUENESS (FAR EAST) LTD., Agents, 4th Floor, King's Building, Canton Road, Hong Kong, 24th Aug., 1935. [3780]

#### CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

#### CONSIGNEE NOTICE.

S.S. "LIEUTENANT SAINT LOUBERT BIE"  
BRINGING CARGO FROM  
ANTWERP, DUNKERQUE AND  
LONDON.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and stored into the Godowns of Hong Kong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing. All claims must be sent in to me on or before the 5th Sept., 1935, or they will not be recognized. Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Saturday, 31st Aug., 1935. Consignees must have a Revenue Officer in attendance when any dutiable goods are examined by the Company's Surveyors. No Fire Insurance will be effected by us in any case whatever. R. OHL, Agent.

Hong Kong 24th August, 1935. [3780]

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

#### CONSIGNEE NOTICE.

S.S. "D'ARTAGNAN"  
BRINGING CARGO  
FROM MARSEILLES

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed & stored into the Godowns of the Hong Kong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing. All Claims must be sent in to me on or before the 5th Sept., 1935, or they will not be recognized. Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Friday, 31st Aug., 1935. Consignees must have a Revenue Officer in attendance when any dutiable goods are examined by the Company's Surveyors. No Fire Insurance will be effected by us in any case whatever. R. OHL, Agent.

Hong Kong, 24th August, 1935. [3780]

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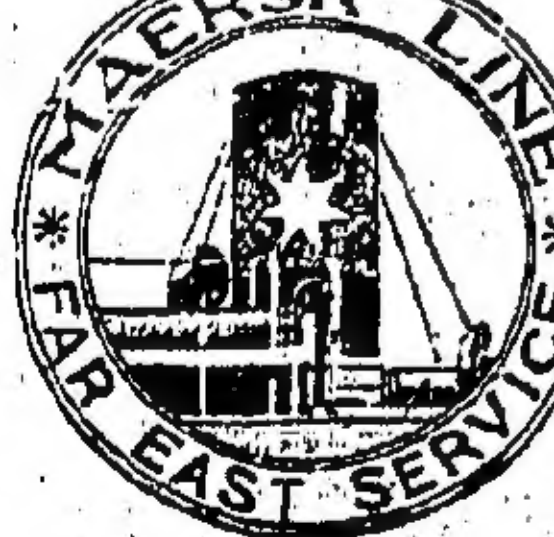
**TO BATAVIA DIRECT**  
S.S. "TJISONDARI"  
27th August, 11 a.m.

**TO MANILA, MAKASSAR, BALI & SOERABAJA**  
S.S. "TJIBADAK"  
3rd September, 10 a.m.

**TO AMOY & SHANGHAI**  
S.S. "TJISADANE"  
5th September, 10 a.m.

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Special Reduced  
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Arrivals from U.S.A. Sailings to U.S.A.  
28th Aug. ... M.V. "NORA MAERSEK" ... 18th Sept.  
22nd Sept. ... M.V. "OASTINE MAERSEK" ...  
4th Oct. ... M.V. "FERNWOOD" ...

(All dates are subject to alteration without notice.)  
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## CANADIAN PACIFIC ANNOUNCES

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Sailings for 1936

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
E/Japan	Jan. 14	Jan. 16	Jan. 19	Jan. 21	Jan. 27	Feb. 1	
E/Asia	Jan. 29	Jan. 31	Feb. 3	Feb. 4	Feb. 6	Feb. 15	
E/Canada	Feb. 11	Feb. 13	Feb. 16	Feb. 18	Feb. 25	Mar. 1	
E/Russia	Feb. 26	Feb. 28	Mar. 1	Mar. 3	Mar. 5	Mar. 14	
E/Japan	Mar. 8	Mar. 8	Mar. 11	Mar. 13	Mar. 19	Mar. 24	
E/Asia	Mar. 20	Mar. 22	Mar. 24	Mar. 26	Mar. 28	April 5	
E/Canada	April 3	April 5	April 8	April 10	April 17	April 22	
E/Russia	April 17	April 19	April 21	April 23	April 25	May 4	
E/Japan	May 1	May 3	May 6	May 8	May 14	May 19	
E/Asia	May 16	May 17	May 20	May 21	May 23	June 1	
E/Canada	May 29	May 31	June 3	June 5	June 12	June 17	
E/Russia	June 12	June 14	June 16	June 18	June 20	June 29	
E/Japan	June 26	June 28	July 1	July 3	July 9	July 14	
E/Asia	July 10	July 12	July 14	July 16	July 18	July 27	
E/Canada	July 24	July 26	July 29	July 31	Aug. 7	Aug. 12	

**Next Sailing to VANCOUVER**  
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**EMPRESS OF JAPAN**  
At NOON  
**FRIDAY, SEPTEMBER 6th.**

**Sailings to MANILA**  
**EMPRESS OF JAPAN** 5 P.M. Aug. 30th.  
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Telephone: Passenger 20752. GACANPAO: Passenger Dept.  
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GENERAL PASSENGER AGENTS IN THE ORIENT FOR  
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**SAN FRANCISCO** via Shanghai, Japan Ports and Honolulu.  
ASAMA MARU ... Wednesday, 4th Sept.  
CHIOBIBU MARU (Starts from Kobe) ... Tuesday, 8th Oct.  
TATSUTA MARU ... Wednesday, 15th Oct.

**SEATTLE & VANCOUVER.**  
HIKAWA MARU ... (Starts from Kobe) Monday, 2nd Sept.  
HIVE MARU ... (Starts from Kobe) Monday, 16th Sept.

**LONDON, MARSEILLES, ANTWERP, ROTTERDAM**  
KATORI MARU ... Saturday, 31st Aug.  
KASHIMA MARU ... Saturday, 14th Sept.  
YASUKUNI MARU ... Friday, 27th Sept.

**SYDNEY & MELBOURNE** via Manila and Ports.  
ATSUTA MARU ... Saturday, 28th Sept.

**BOMBAY** via Singapore, Penang and Colombo.  
TORIWA MARU ... Wednesday, 28th Aug.  
CALCUTTA MARU ... Friday, 6th Sept.  
ANYO MARU ... Wednesday, 11th Sept.

**SOUTH AMERICA (West Coast)** via Japan, Honolulu, Los Angeles, Mexico and Panama.  
HEIYO MARU ... Monday, 9th Sept.

**NEW YORK** via Panama.  
KONGO MARU ... Wednesday, 28th Aug.  
NABUTO MARU ... Tuesday, 10th Sept.

**LIVERPOOL** via Port Said, Beyrouth, Istanbul, Piraeus.  
Genoa and Valencia.  
LYONS MARU ... Saturday, 14th Sept.

**CALCUTTA** via Singapore, Penang and Rangoon.  
BARODATE MARU ... Wednesday, 28th Aug.  
GENOA MARU ... Sunday, 8th Sept.  
MALACCA MARU ... Sunday, 15th Sept.

**SHANGHAI, KOBE & YOKOHAMA.**  
TANGO MARU ... Tuesday, 27th Aug.  
HAKONE MARU ... Friday, 30th Aug.  
SUWA MARU ... Sunday, 15th Sept.

† Cargo only.  
Tel. 30291



**FRENCH MAIL STEAMERS.**  
Sailings from Hong Kong:

To SHANGHAI — KOBE.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

	7th Sept.	21st Sept.	5th Oct.	19th Oct.	2nd Nov.
ATHOS II					
ANDRE LEBON					
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We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.  
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3, Queen's Building, 13

## Shipping News

Daily Statement, Clearances, Ships In Harbour, etc.

## YESTERDAY'S FREIGHT RETURNS

IMPORTS 8,700 TONS;  
THROUGH CARGO  
17,300 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

	Cargo for	Through	Total
British			
Kueichow	—	—	—
Canton	—	—	—
Hin Sang	—	—	—
Sandakan 4,635	—	—	—
Tetrasias	—	—	—
Singapore 400	1,000	—	—
Hai Ning	—	—	—
Swatow 265	—	—	—
Norwegian	—	—	—
Trianon	—	—	—
Shanghai	—	3,684	—
Dutch	—	—	—
Tjisondari	—	—	—
Amoy	—	6,830	—
Japanese	—	—	—
Tango Maru	73	3,360	—
Singapore	—	—	—
Tangshan Maru	—	—	—
Amoy 513	44	—	—
Chinese	—	—	—
Hai Chen	380	580	—
Swatow	—	—	—
Shun Foong	2,500	1,800	—
Sandakan	—	—	—
Total	8,766	17,348	—

## ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Hin Sang (Br.), Sandakan	122
Tetrasias (Br.), Singapore	165
Hai Ning (Br.), Swatow	314
Tjisondari (Dut.), Amoy	78
Tangshan Maru (Jap.), Amoy	63
Hai Chen (Ch.), Swatow	173
Shun Foong (Ch.), Sandakan	12
Total	987

## ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	4	7
German	0	1
Norwegian	1	0
Dutch	1	0
Danish	0	1
Japanese	2	1
Chinese	2	0
Total	10	10

## PASSENGERS

**S.S. PRES. LINCOLN**  
The following passengers arrived from Manila yesterday by the s.s. President Lincoln:

Mr. A. F. Duggeby, Mr. A. Howell, Mr. L. Johnson, Mr. M.

## ARRIVALS

26TH AUGUST.

Kueichow. British steamer, 1,220 tons, Captain J. Turnbull, from Canton, buoy No. B1—B & S.  
Hai Chen, Chinese steamer, 2,113 tons, Captain H. Y. Hughes, from Shanghai via Swatow, buoy No. B7—C. M. S. N. & Co.  
Tangshan Maru, Japanese steamer, 1,284 tons, Captain K. Kaldor, from Tientsin via Amoy, buoy No. B10—N. Y. K.  
Tango Maru, Japanese steamer, 4,238 tons, Captain T. Takachi, from Bombay via Singapore, buoy No. A1—N. Y. K.  
Trianon, Norwegian steamer, 3,579 tons, Captain J. D. Woxholt, from Shanghai, buoy No. A7—Thoresen & Co.  
Lieutenant St. Loubert Ble, French steamer, 3,460 tons, Captain Rol, from Haiphong, Kowloon Wharf—M. M. & Co.  
Pres. Lincoln, American steamer, 6,730 tons, Captain G. W. Yardley, from Manila, Kowloon Wharf—Dollar Line.  
Mulinan, Danish steamer, 1,739 tons, Captain V. L. Reister, from Holmow, buoy No. B14—B & S.

25TH AUGUST.

Kaituna, British steamer, 1,208 tons, Captain T. B. Robertson, from Whampoa, Yau-mat—Williamson & Co.  
Ronsan Maru, Japanese steamer, 1,556 tons, Captain K. Hama, from Newchwang, buoy No. B25—D. K. K.  
Shun Foong, Chinese steamer, 2,695 tons, Captain L. Ponsard, from Samarinda via Sandakan, buoy No. B23—Far East & Co.  
Tetrasias, British steamer, 1,404 tons, Captain J. Agnew, from Swansea via Singapore, Holt's Wharf—B & S.  
Hin Sang, British steamer, 1,885 tons, Captain A. D. Kelman, from Sandakan, buoy No. B22—J. M. & Co.  
Kum Hsing, Chinese steamer, 1,526 tons, Captain Marimoto, from Hongay, Yau-mat—Yee Tai Hong.

## CLEARANCES

26TH AUGUST.

Anshun, for Singapore  
Sumatra, for Shanghai  
Lt. St. Loubert Ble, for Shanghai  
Tango Maru, for Shanghai  
Tetrasias, for Shanghai  
Hai Chen, for Canton  
Tsinan, for Canton  
Tsi Poo Sek, for K. C. Wan  
Kum Hsing, for Swatow  
Eng Lee, for Dairen  
Kiangsu, for Swatow  
Hellas, for Swatow  
Kueichow, for Shanghai  
Kanchow, for Canton  
Trianon, for Manila

Lautman, Mr. N. Lizares, Dr. and Mrs. A. S. Parades, Rev. T. Santiago, Mr. E. Bean, Mrs. B. Braun, Mr. K. C. Chan, Mr. H. Eddo, Dr. N. Gustilo, Dr. J. L. Gutierrez, Miss Ha Lee, Mr. and Mrs. T. Portillo, Mr. J. de la Rama, Mr. Yang Shunpo, Mr. Yang Hao Ho, Miss Yang Hong In.

## SHIPS IN HARBOUR

WHARVES

Kowloon: Lt. St. Loubert Ble, Holts—Tetrasias.  
Douglas Laprak—Hai Tan.  
Salkong—Wing Wo.  
Chiu On—Hydrangea.

DOCKS

Kowloon: Pingal, Havdroi and Yat Shing.  
Talkoo: H.M.S. Olympus, King Lee, Sal On, Glaucus, Ninghal and Asama Maru.

BUOYS

No. A1—Tango Maru.  
No. A7—Trianon.  
No. A8—Tjisondari.  
No. B1—Tsinan.  
No. B3—Kueichow.  
No. B4—Tsi Poo Sek.  
No. B5—Fronto.  
No. B8—Bremerhaven.  
No. B7—Hai Chen.  
No. B10—Tangshan Maru.  
No. B11—Eng Lee.  
No. B12—Hellas.  
No. B14—Anshun.  
No. B15—Kiangsu.  
No. B16—Lyteemoon.  
No. B17—Ardent.  
No. B21—Soochow.  
No. B22—Hin Sang.  
No. B23—Shun Foong.  
No. B25—Ronsan Maru.  
No. C1—Hai Wah.  
No. C2—Kanchow.

## ADVERTISED SAILING FROM HONG KONG

(Continued from Page 14)

Philoteles, B. & S., September 4.  
Calcutta Maru, N.Y.K., September 6.  
Kutiasag, Jardine's, September 6.  
Nalders, P. & O., September 7.  
Genoa Maru, N.Y.K., September 8.  
Bennahr, Gibb's, September 8.  
City of Hereford, Bank Line, Sept. 9.  
Conte Rosso, Lloyd Triestino, Sept. 9.  
D'Artagnan, Messageries, Sept. 10.  
Hai Lee, Thoresen's, September 10.  
Anshu, B. & S., September 11.  
Anyo Maru, N.Y.K., September 11.  
Panama, E.A. Co., September 12.  
Sirdiana, B.I. (Apar), September 13.  
Kashima Maru, N.Y.K., September 14.  
Lyons Maru, N.Y.K., September 14.  
Neckar, Melchers', September 14.  
Somerville, Bank Line, September 22.  
Athos II, Messageries, September 24.

**Scandinavian and Baltic Ports**  
Laomedon, B. & S., August 22.  
Sarpedon, B. & S., August 28.  
Nagara, Gilman's, September 1.  
Panama, E.A. Co., September 12.  
Toursins, Thoresen's, September 25.

Sudan

Kidderpore, P. &amp; O., September 4.

Suez

Chenonceaux, Messageries, August 28.

Saale, Melchers', August 28.

Katori Maru, N.Y.K., August 31.

President Hayes, Dollar's, August 31.

Glaucus, B. &amp; S., September 2.

Nagara, Gilman's, September 3.

Potdam, Melchers', September 3.

Conte Rosso, Lloyd Triestino, Sept. 9.

D'Artagnan, Messageries, Sept. 10.

Kashima Maru, N.Y.K., September 14.

Lyons Maru, N.Y.K., September 14.

Pres. Johnson, Dollar's, September 14.

Athos II, Messageries, September 24.

Tango.

Nalders, P. &amp; O., September 7.

Tripoli.

Nagara, Gilman's, September 3.

Trieste.

Conte Rosso, Lloyd Triestino, Sept. 9.

United Kingdom and Continental

City of Hereford, Bank Line, Sept. 9.

City of Bristol, Bank Line, Sept. 12.

Valencia.

Lyons Maru, N.Y.K., September 14.

Venice.

Conte Rosso, Lloyd Triestino, Sept. 9.

## BANK LINE (CHINA) LTD.

AGENTS FOR

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UNITED KINGDOM &amp; CONTINENT

S.S. "CITY OF HEREFORD" ... Havre, London, Rotterdam, Hamburg &amp; Glasgow ... 9th Sept.

S.S. "CITY OF BRISTOL" ... Havre, London, Rotterdam &amp; Hamburg ... 12th Oct.

AGENTS FOR

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Loading for Mauritius: Reunion, Tamatave, Lourenco Marques, Durban and Cape Town.

EAST &amp; SOUTH AFRICA ... I. VARIOUS PASSENGER VESSELS ... II. INDIAN AFRICAN LINE

M.V. "INCOMAT" ... from Calcutta 4th Sept. ... from Colombo 16th Sept.

M.V. "INPINGO" ... from Calcutta 4th Oct. ... from Colombo 16th Oct.

M.V. "INCHANGA" ... from Calcutta 4th Nov. ... from Colombo 16th Nov.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

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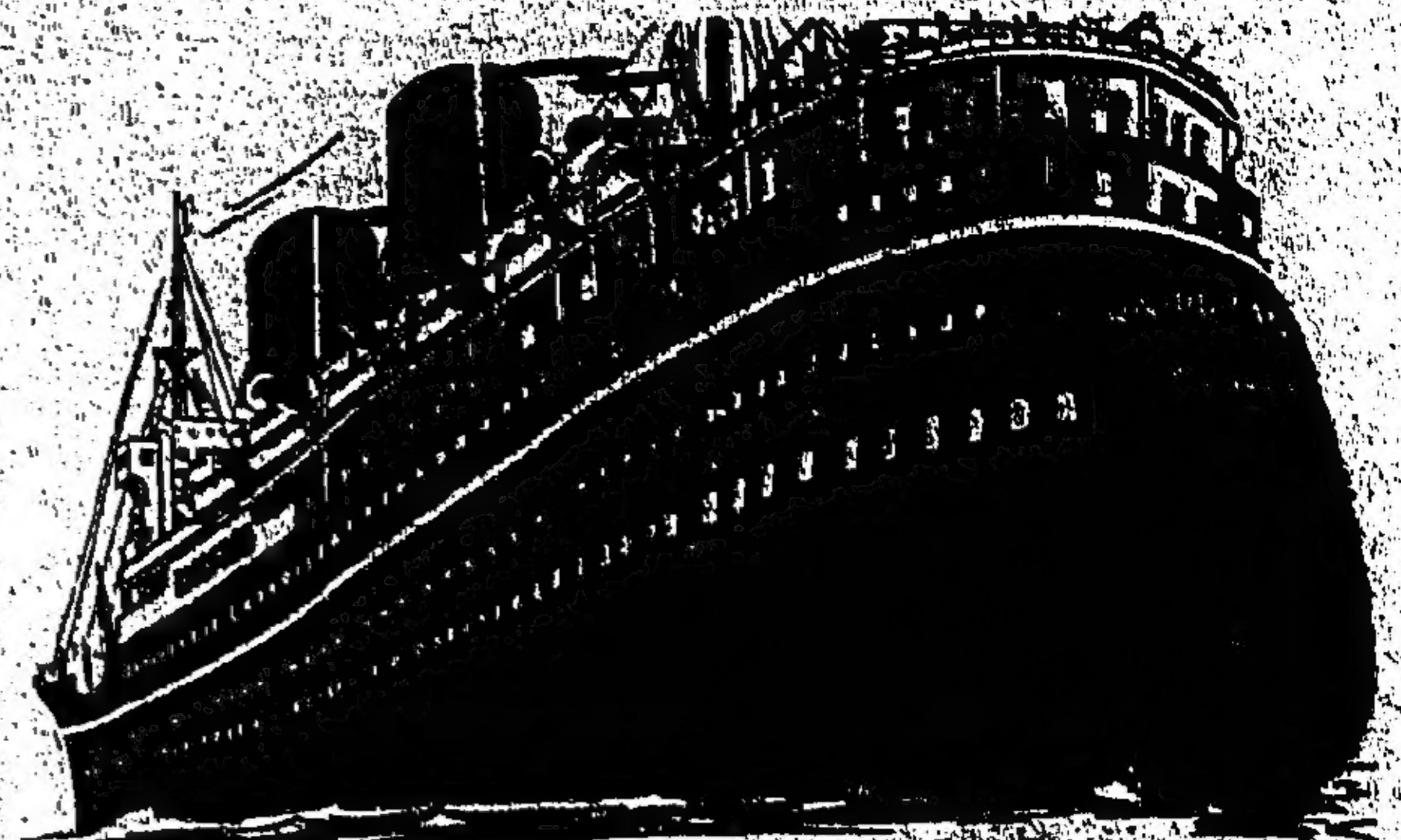
M.V. "PLEASANTVILLE" ... 29th Aug.

Sailing through Bellingham to Gulf &amp; Atlantic (Call with transshipment at Los Angeles by first opportunity).

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PENINSULAR &amp; ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS

under contract with H.M. Government

Steamship	Tons	From Hongkong (About)	Destination
<b>PENINSULAR &amp; ORIENTAL SAILINGS</b>			
*REHAR	6,000	31st Aug.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*KIDDERPORE	5,000	4th Sept.	Straits and Bombay.
NALDERA	15,000	7th Sept.	Bombay, Marseilles & London.
*ROUDAN	7,000	14th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
BANPUA	17,000	31st Sept.	Marseilles & London.
RAJPUTANA	17,000	5th Oct.	Bombay, Marseilles & London.
*BURDWAN	6,000	12th Oct.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
CHITRAL	15,000	19th Oct.	Bombay, Marseilles & London.
QATHAY	15,000	2nd Nov.	Bombay, Marseilles & London.
*SOMALI	7,000	9th Nov.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

\* Cargo only. † Calla Casablanca. ‡ Calla Port Sudan.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (About)	Destination
TALMA	10,000	30th Aug.	Singapore, Penang, Rangoon & Calcutta.
SIRDHANA	8,000	13th Sept.	
TAKADA	7,000	27th Sept.	
TILAWA	10,000	11th Oct.	
SANTHIA	8,000	25th Oct.	

\* Calla Port Swettenham.

*Now is the time to visit Australia & New Zealand*

lands of Sunshine and Romance. "Down Under" you will find a new being and you are not inclined towards surfing, fishing, shooting or skinning you will find that the Antipodes have plenty to offer you—including 25¢ for your pound.

On the way down your lifeboard will be as you wish, quiet or hectic for the B. & A. will honour your every whim.

And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck swimming pool, an orchestra and a fine laundry.

A Surgeon and Stewardess are at your disposal and last but not least—we had almost forgotten—the cabin will see you listening eagerly for the Gong.

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

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Frequent connections from Australia, with the following:

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**EASTERN & AUSTRALIAN SAILINGS**

TANDA	7,000	4th Oct.	Manila, Rabaul, Brisbane
NANKIN	7,000	2nd Nov.	Sydney, Melbourne & Hobart
NELLORE	7,000		

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**SAILINGS TO SHANGHAI & JAPAN**



